

Navy News

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14,000 SAILORS IN 'HOURS WORKED' SURVEY



AB Alexander Napier checks through his "hours worked" survey form on board H.M.S. Wilton.

It is no secret that the Royal Navy often works formidable hours at sea. Now, following a large-scale "hours worked" survey involving a 14,000 sample of personnel ashore and afloat, it looks as if figures may become available to substantiate what most sailors already know.

Based on a questionnaire, the

survey was completed by the Navy in six weeks from conception until arriving at MOD in mid-October, including five days recording results from ships taking part in exercise Northern Wedding and seven days for the rest of the sample. Now the data is being processed in Whitehall for presentation to the AFPRB in early December.

● Continued in back page

SAVE-AS-YOU-RENT SCHEME

Home-buying boost for quarters families

A revolutionary housing scheme aimed at helping the sailor towards home ownership while allowing easy mobility for him and his family is being considered at top level in Whitehall.

Known as the "Half and Half Mortgage Scheme," it would allow him to live in a quarter at the same time as providing a vital foothold in the housing market.

Now the Navy-originated scheme is to be studied in depth by the MOD, Treasury and outside bodies with a view to introduction on a tri-Service basis.

The object is to allow the cash which the sailor pays each week to live in a quarter to be divided so that, while a portion is still rent, the rest is regarded as mortgage repayment towards half the value of the quarter. This, however, would not go towards buying a specific quarter, so that the sailor and his family could move easily on draft, avoiding separation and continuing in the scheme in another quarter.

Promise

After a minimum of five years or when he left the Service, there is the promise of a sizeable capital sum for investment in a "straightforward" mortgage.

It is believed that the scheme will appeal particularly to the young married sailor who later in his career or at the end of it would find that, with a large capital sum in the bank, it would be much easier to obtain a normal type mortgage.

Discussions have already been held with one of the major building societies interested in financing the mortgage side of the

How it works

This example gives an idea of how the "Half and Half" scheme would work:

A 22-year-old rating, paying £8.40 a week for a married quarter valued at £10,000 in the open market, would pay £12.10 a week under the scheme. If he opted out of the scheme on retirement at the age of 40, he would get £4,300 mortgage money returned, plus half of the increased value of the married quarter.

So if the quarter is then worth £20,000, the sailor will get £5,000 (half the £10,000 profit), making a total of £9,300.

business, and the whole scheme would be administered through a Naval Housing Association to be formed. The building society would probably require a minimum weekly savings from would-be participants for a year before they joined the scheme.

Once in, members would find their total outgoings for the property higher than the existing rent, although Income Tax rebate would be allowed on the mortgage repayments. But, most importantly, there would be the great advantage of getting a real foothold in the inflationary housing market, with an invaluable capital sum building up all the time.

Improvements

The scheme, it is felt, would go a long way towards satisfying natural yearnings for home ownership, even among the young. It was devised by Lieut.-Cdr. John Hughes, the Naval Home Command housing officer, who has been involved with R.N. housing for many years and developed the idea from the basic principles of a scheme operated in Birmingham.

The "Half and Half" plan is one of a number of ideas for improvements on the accommodation front now being looked at by the staff of the C-in-C Naval Home Command.



GIBRALTAR FAREWELL

Aircraft and ship's company members lining the flight deck present a colourful spectacle in the autumn sunshine as H.M.S. Ark Royal says her farewells to the Rock. See also page 19.

NEW EXTENSION CHANCES

Ratings who continue to serve in the Royal Navy in uniform after a full Active Service career are to become part of a new Extended Service scheme which, as well as superseding the present NCS and T100 engagements, will help to fill a number of new shore billets.

While offering no revolutionary changes, the new scheme provides advantages which include an improved pay scale. Like the schemes it

succeeds, it offers a less mobile alternative to the man who does not want — or cannot get — a Fifth or Sixth Five with its full Active Service implications.

100 VACANCIES

Together with vacant billets from the schemes now to be phased out and new posts approved, the ES scheme has some 100 vacancies to be filled. The opportunities are mostly for chiefs (some Fleet chiefs and R.M. senior NCOs too)

and emphasis is on technical trades, with a particularly strong demand for artificers.

There may have been some who regarded Non-Continuous Service as a racket for barrack stanchions which sees off the honest sea-goer. But there is a need for a few people for special jobs which have a particular skill and where continuity is important. In the past these slots have generally been filled by men on NCS or on T100 engagements.

● Continued in page 8

Oberon's tied up in London

H.M. Submarine Oberon tied up alongside H.M.S. Belfast in the Pool of London during a routine visit. While in London the Oberon's company publicized the Submarine Memorial Museum and H.M.S. Alliance Appeal, which has so far raised £209,000 of the £360,000 required.

Picture: CPO(Phot) Ben Cartwright.



SWOP CRAFT!

Bronington, Lewiston in big changeover

Funnel badge spotters take note: H.M.S. Bronington is now wearing the Hampshire Rose formerly displayed by H.M.S. Lewiston, and H.M.S. Lewiston is boasting H.M.S. Bronington's former Scottish Lion!

To complete the picture, the commanding officers and 90 per cent. of the ships' companies have also swapped ships.

Purpose of the swap was to put the Lewiston, the Navy's only operational minesweeper engaged in minesweeping training, close to where the mine warfare branch courses are carried out in the Firth

of Forth. This will save considerable passage time in the course of a year.

Thus the Lewiston reverted to the First MCM Squadron based in Rosyth, while the Bronington became in her place leader of the Second MCM Squadron based in H.M.S. Vernon.

Hardy's portrait on show

A recently discovered portrait by the famous Venetian artist, Pellegrini, of Nelson's Hardy painted four years after Trafalgar is on display at the Royal Naval Museum, Portsmouth, until the end of the year.

It shows Hardy in his prime — the 6ft. giant of a man that Nelson knew — dressed in his captain's uniform with fashionable high black boots and proudly wearing a gold medal he received for Trafalgar.

The portrait belongs to Mr. John Sloman of Auckland, New Zealand, who had a family connection by marriage with the Hardys.



Lieut.-Cdr. John Plummer (left) and Cdr. Terry Taylor swapped ships but not funnel badges at the end of September. Cdr. Taylor took the Hampshire Rose from H.M.S. Lewiston to H.M.S. Bronington, while Lieut.-Cdr. Plummer did the reverse journey with his ex-Bronington Scottish Lion.

Picture: LA(Phot) Gordon Ford.

Marine saved drowning man

While ashore from H.M.S. Zulu in Geelong, Australia, MNE Daniel Glover rescued an unconscious man from a river and gave him mouth to mouth resuscitation followed by cardiac massage. He has been awarded a Royal Humane Society Award.

'Thumbs up' for Kelly crew

Admiral of the Fleet Earl Mountbatten of Burma took the salute at the Kelly Squadron open day in H.M.S. Mercury. Among the ranks of young ratings and officers marching past were a small group of the original crew of H.M.S. Kelly, who got a "thumbs up" for old times.

● Earl Mountbatten also attended the unveiling of his portrait by the artist Professor John Gilroy at the Royal Marines Museum, Eastney. The portrait was unveiled by Lieut.-General J. C. C. Richards.

Torquay gets its Baltic bottle back

Eight years after it was thrown from H.M.S. Torquay into the Baltic Sea, a message in a bottle has been washed ashore in Sweden.

In May 1970, the Torquay was a member of the Dartmouth Training Squadron, sailing in company with H.M. ships Tenby, Scarborough and Eastbourne on visits to Kiel, Stockholm, Turku, Copenhagen and Invergoron.

The author of the message was D. Henderson, P107412, of 5 Mess, H.M.S. Torquay, whose whereabouts are not known, but whom the ship would like to contact. His bottle was found in August in Kalmarsund by a Mr. Gunnar Johansson.

SAILOR POWER

Back to the present, and the Torquay's anchor had to be weighed by sailor power before she left Sandown after acting as guardship at the annual regatta.

For the technically minded, the anchor was weighed in 1½ hours, by a three-fold purchase using 12in. tufnal blocks and 120 fathoms of 4in. sisal rope. This tackle was rove on the port side of the forecable by 60 men, while another ten manned an overhauling tackle of two-fold metal blocks and 120 fathoms of 2in. sisal.

Prospective Torquay ship's company will be pleased to know that both steam cable holders are back in working order!

DRAMATIC RESCUE

The Whitby-class frigate has also been involved in a dramatic rescue in gale force winds. She went to the aid of the Fleetwood trawler Boston Blenheim, which had engine problems and was drifting rapidly towards rocks off the Mull of Kintyre.

When attempts by Lieut. Frank Cockburn, MEA(P)1 Bob Mooney and MEA 2 Rattler Morgan of the Torquay to repair the engine failed, the master of the trawler agreed to a tow which was successfully accomplished in winds of 55 knots.

ELENI V TEAM COMMENDED

For blowing up the wrecked tanker Eleni V and preventing serious environmental pollution, Lieut. Brian Jervis, OEA1 Jan Rowles and PO(D) Douglas Briggs of Portsmouth and Medway Clearance Diving Team, have received commendations from the Commander-in-Chief Naval Home Command.

Lieut. Jervis was commended for his daring plan to dispose of the wreck by using explosives and for leading his team with determination and courage; OEA Rowles, for the outstanding technical support he gave in planning the location of demolition charges and their positioning by helicopter; and PO Briggs, for the leadership and courage displayed in setting the charges on the tanker's hull.

Two other members of the Royal Navy who have received commendations are CAE1 Mal-

colm Bobbett, serving in H.M.S. Onyx, and AB(D) Ian Lindsay, of H.M.S. Neptune.

FIREMAN

CPO Bobbett was commended for his courage and devotion to duty when, on loan to H.M.S. Excellent, he fought a major fire at Spillers Flour Mill, East India Docks, during Operation Burberry. Though suffering from second degree burns on his hands and forehead, he re-entered an evacuated building with a rescue team to search for one of his colleagues.

DIVER

AB(D) Ian Lindsay was commended for the manner in which he carried out difficult and unfamiliar duties when accompanying a civilian diver undergoing emergency treatment in a decompression chamber. His efforts saved the patient's life.

The treatment, lasting 40 hours, was beset with difficulties.

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should write to the applicant direct.

LRO (T) S. Marshall, 3 K Mess, H.M.S. Phoebe, Devonport. Will swap for any Rosyth ship or establishment.

RO1 (T) Williamson, JR3 Cabin, H.M.S. Orkney. Will swap for any survey ship going foreign.

PO R. A. Raich, H.M.S. Dryad, drafted H.M.S. Bacchante. Will swap for any Portsmouth ship.

LS(M) Martin, 3E Mess, H.M.S. Yarmouth, drafted H.M.S. Brighton, Plymouth, due out of refit January, going foreign April, four months. Will swap for any Rosyth ship.

LCA Rattenberry, 3 Mess, H.M.S. Achilles, Chatham, due foreign deployment May. Will swap for any Devonport ship.

OEMN 1 Startup, 4.5 Maintainer, 6 Mess, H.M.S. Achilles, Chatham. Will swap for any Devonport ship.

STWD M. Roby, 10 Mess, H.M.S. Bacchante, Devonport, due foreign deployment 1979. Will swap for any Portland or Rosyth ship.

WRENWTR (G) (AB), V. E. Rabbich, F. T. G. Portland, Extn. 2388, drafted H.M.S. Neptune, January. Will swap for any Portland or Yeovil draft.

AB (R) J. Askey, 5 Mess, H.M.S. Ashanti, due to deploy Med., W. Africa, S. America. Will swap for any Chatham or Portsmouth ship base.

MEM2 P. A. Platt (J.B.D.), 3MP Mess, H.M.S. Jupiter, drafted Portsmouth F.M.B. December. Will swap for any Plymouth shore base, ship in refit or seagoing.

MEA1 (P) Allen, ADQ3, 2 Mess, H.M.S. Kent, drafted H.M.S. Sultan, January. Will swap for any Portsmouth F.M.G. or shore establishment.

AB(M) W. J. Riddell, 9 Mess, H.M.S. Ashanti, due foreign deployment 1979. Will swap for any Rosyth ship or shore base.

AB(S) P. Priest, Bosun Yeoman, 5 Mess, H.M.S. Ashanti, due foreign deployment 1979. Will swap for any Portsmouth shore base.

CK D. Swann, 3EZ Mess, H.M.S. Naiad, due to deploy early 1979. Will swap for any Portsmouth ship or shore base.

CCEL P. A. Clarke, SMOPS H.M.S. Dryad, Fraser Gunnery Range, Telephone: 22351 Extn. 6313, drafted H.M.S. Alderney, May, building Aberdeen, base port, Rosyth. Will swap for any Portsmouth ship.

CEM1 Telfer, Elec. workshop, H.M.S. Dryad, drafted H.M.S. Broadsword, Plymouth, February. Will swap for any Portsmouth, Chatham ship, or shore base.

AB(R) Masters, 7 Mess, H.M.S. Rooke, Gibraltar, BFPO 163. Will swap for any seagoing frigate or small ship.

STWD Davies, 4G1 Mess, H.M.S. Fearless, drafted H.M.S. Broadsword, January, fitting Plymouth. Will swap for any ship due to deploy Far East, preferably Plymouth, Portsmouth based.

MEM1 J. S. Dunn (A.M.C.), 3HZ2 Mess, H.M.S. Fearless, due long refit Portsmouth November. Will swap for any Plymouth ship in refit, or shore base.

LCK S. Naghi, 3R Mess, H.M.S. London. Will swap for any ship, Portsmouth or Chatham, long refit, or Portsmouth shore base. Any swap considered.

RO1(G) L. R. Bear, Bedford, 8 Mess, H.M.S. Cambridge, Plymouth, drafted H.M.S. Newcastle, Portsmouth, January. Will swap for any Plymouth ship.

AB (EW) J. S. Smith, 3E Mess, H.M.S. Falmouth, due deployment, May. Will swap for any Rosyth ship.

LCK D. T. Bateson, 2Q 2 Mess, H.M.S. Newcastle. Will swap loan draft, March-August 1979, during which ship is on 12-week foreign deployment.

LAM(AE) C. Mc Alpine, Cabin 12 Grenville Block, H.M.S. Daedalus. Will swap for any Portland or Yeovil draft.

AB(M) I. Brooks, Range Party, H.M.S. Cambridge, drafted H.M.S. Fearless, January, Portsmouth. Will swap any Plymouth ship. Replies: 11, Mills Road, Devonport.

MEM1 J. Harris, H21 Mess, Hawkins Block, H.M.S. Drake, Plymouth. Will swap any ship or shore base, Scotland.

CK G. Levings, Junior Rates Mess, H.M.S. Bulldog, Portsmouth 2½ years, due to deploy then U.K. coastal waters. Will swap for any ship going foreign, preferably U.S.A.

REM1 P. V. George, Saumarez Block, H.M.S. Nelson, drafted Portsmouth F.M.G. (Static). Will swap for any Devonport ship or shore base.

MEMN1 (P) Gough, 4RO Mess, H.M.S. Ark Royal, drafted H.M.S. Norfolk, April. Will

swap for any Devonport ship.

LCEM P. Wyman, 10 Mess, H.M.S. Norfolk, 12 months, due deploy, May, December 1979. Will swap any Portsmouth or Plymouth frigate home waters, or refit.

LRO(G) H. Booth, H.M.S. Aurora, drafted COMMCEM Whitehall, January. Will swap shore base Plymouth.

LMEM P. J. Collins, 3M Mess, H.M.S. Rhyll, due long refit Chatham. Will swap any Portsmouth ship in refit.

LWTR L. Heyhoe, c/o Pay Office, H.M.S. Hermes, drafted H.M.S. Nelson, January. Will swap any Portsmouth shore base, Gosport side.

RO1(G) K. Stokes, 4R Mess, H.M.S. Bristol, Portsmouth, early 1979, then deploying Med. three months. Will swap for any ship long refit, Plymouth or Portsmouth.

CA G. Wilson, Catering Office, H.M.S. Neptune. Will swap Chatham or Portsmouth ship or shore base.

OEMN1 R. A. Smith, H.M.S. Dryad (Fraser Gunnery Range, Tel. Portsmouth 22351 Extn. 6418) drafted H.M.S. Hermione, Devonport February. Will swap for Portsmouth ship or shore base.

AB(M) Mc Cabe, Priory 53 Mess, H.M.S. Dryad, Tel. Fraser Gunnery Range 76408, drafted H.M.S. Galatea, January. Will swap Rosyth ship, preferably not refitting.

RO1 (T) P. Kitching, 2J3 Mess, H.M.S. Hermes, drafted FOST February. Will swap any Devonport shore base.

LS (R) S. G. Wesley, 3Ms Mess, H.M.S. Ajax. Will swap any Rosyth ship.

LRO (G) C. T. Downie, 3L Mess, H.M.S. Ajax, Devonport. Will swap for any Rosyth ship.

LS(M) R. Hanson, H.M.S. Bacchante, Plymouth, due foreign deployment 1979 six months. Will swap for F.A.C. Pembroke or R.S.U. Chatham or ship refitting Chatham.

REM1 S. Deverill, 10 Mess, H.M.S. Norfolk, drafted H.M.S. Osprey for Portland Bill, January, eight months. Will swap any Portsmouth shore base.

STWD T. P. Booth, 7 Mess, H.M.S. Norfolk due foreign deployment April. Will swap for any minesweeper or frigate, Portsmouth, preferably home waters.

MEM1 D. J. Lloyd, (A.M.C.), Kepple Block, H.M.S. Nelson, drafted H.M.S. Tiger PXO crew. Will swap any ship going on deployment.

AA1 (AMN 1) Garland, CPOs' Mess, H.M.S. Daedalus, currently with N.A.T.E.C. Will swap any Portland or Yeovil draft.

ALSA Carvell, 150 Mess, H.M.S. Cochran. Will swap any Portsmouth, Devonport or Chatham shore base.

NA1 P. J. Dunn (aircraft handler, HCV 11), 1P21 Mess, H.M.S. Blake, drafted R.N. air station Yeovilton.

POEL A. Beech, 2L Mess, H.M.S. Ariadne, due to deploy Europe and U.S.A. January, with STANAVFORLANT. Will swap any Plymouth ship.

SA J. B. Baker, Scott 112, H.M.S. Vernon, over nine months. Will swap for H.M.S. Nelson, Pembroke, Osprey or any ship due to deploy to U.S.A., West Indies.

POMEM Wood, 2L Mess, H.M.S. Ariadne, due to deploy Europe and U.S.A. with STANAVFORLANT. Will swap any Devonport ship.

POSA D. S. Smith, POs' Mess, H.M.S. Arethusa, Plymouth, deploying May. Will swap for any Plymouth ship refitting or any Plymouth shore base. R.N. air station Culdrose, considered.

LMEM T. J. Roberts, 81 Poole Park Road, St Budeaux, Plymouth, drafted H.M.S. Blake, January. Will swap any Plymouth ship.

LS(S) S. M. Batt, 3GA Mess, H.M.S. Euryalus, due Mediterranean deployment then refit. Will swap for Devonport shore base or ship in refit.

REA1 T. S. Cornish, Portland Bill Transmitter station, Tel. Portland Extn. 2333. Will swap for any shore base Plymouth area.

AB(S) D. Tilsley, Sailing Centre, H.M.S. Vernon, drafted H.M.S. Orkney, January, Rosyth. Will swap for any Chatham, Plymouth or Portsmouth ship.

ALOEM A. P. Maudon, LO 169 class "O" school, Reg. office, H.M.S. Collingwood. Drafted March, H.M.S. Apollo (Portsmouth). Will swap any Chatham ship.

LSA A. Reid, Stores Office, H.M.S. Antrim, re-fitting (tel. Portsmouth Dickyard ext. 22471). Will swap for ship deploying new year.

MAGNIFICENT MAY!

From time to time Navy News gladly acts as "go-between" on behalf of lovely ladies who want to be adopted as pin-ups by the Royal Navy.

But the latest request, from May Morland, of Runcorn in Cheshire, is a little out of the ordinary.

For Mrs. Morland (pictured left) is 63.

She comes straight to the point in her letter to Navy News. "I want to be a pin-up," she says.

REMINDER

"I'd like my picture on the wall to remind the young sailors to write home to the grandmas."

May — in her own words, "no beauty" — used to sing in clubs.

These days she uses her vocal attributes to raise money for charity.

"I work among pensioners who have grandsons at sea and who wish they would write home more often. Let them remember — someone, somewhere needs to hear from them."

"If you don't accept my offer, I'll understand — I'll know it's just dolly-birds they want!"

Any offers to "adopt" May as a pin-up should be addressed initially to Navy News — we will send them on.

*Let me be
a pin-up
says Grans'
champion*

FILMS FOR THE FLEET

SONDRA GETS SHIRTY

BUT CLINT STAYS COOL

Sondra Locke displays waif-like beauty and vulnerability in this picture — but she certainly poses gritty Clint Eastwood a few problems in "The Gauntlet," one of seven films just released to the Fleet by the Royal Naval Film Corporation.

Eastwood, true to form, plays a laconic, stoical police officer sent to another state to extradite a seemingly harmless witness for an unimportant trial.

But the witness, played by Miss Locke, is not quite what she seems.

Here is the full list:—

The Shout (AA) — Alan Bates, Susannah York, John Hurt. During a cricket match between the inmates of a mental asylum and a team from a nearby village an unusual story of the supernatural starts to unfold. Rank. No. 573.

The Firechasers (A) — Keith Barron, Angenette Comer. A freelance photographer goes to desperate lengths to make a name for himself. ITC. No. 574.

The London Conspiracy (A) — Roger Moore, Tony Curtis. A comedy adventure TV film teaming Roger Moore as Lord Brett-Sinclair and Tony Curtis as his friend Danny Wilde. ITC. No. 575.

The Goodbye Girl (A) — Richard Dreyfuss, Marsha Mason. Left alone in New York by the second man in her life, Paula and her ten-year-old daughter reluctantly become involved

with yet another actor. This comedy of conflict shows screen writer Neil Simon at his best. Columbia-Warner. No. 576.

Amsterdam Kill (AA) — Robert Mitchum, Bradford Dillman. After several drug operators in Amsterdam and the Far East are murdered, members of the syndicate contact the authorities. Rank. No. 577.

MacLean thriller

Golden Rendezvous (A) — Richard Harris, Ann Turkel, David Janssen. In this adventure thriller taken from the Alistair MacLean novel, a cargo ship fitted out as a luxurious floating casino is the setting for an attempted gold bullion raid. Rank. No. 578.

The Gauntlet (X) — Clint Eastwood, Sondra Locke. Eastwood plays a police officer sent from Phoenix to Las Vegas to extradite a seemingly unimportant witness for an unimportant trial. Can he do the impossible? Columbia-Warner. No. 579.



IT'S NOSTALGIA WITH A SMILE IN DAD'S NAVY

A comedy-drama series about the Navy which looks like finding a niche somewhere between "Dad's Army" and "The Navy Lark" is now in production for Yorkshire Television.

Location filming is under way for the 13 half-hour episodes of the series, which pro-

mises to have particular appeal for those with memories of wartime Service days.

Called "Thundercloud," the series is set in a small R.N. shore establishment in 1941 and stars Derek Waring as a bungling commander more dedicated to an easy life and matters

like the black market than the war. John Fraser plays his mustard-keen No. 1 who is dying to get involved in the fighting.

Glamour is provided by Sarah Douglas as the vicar's daughter — one of the nice girls who love a sailor.

Creator and producer of the series is Ian Mackintosh of "Warship" fame, and he has also written some of the scripts.

No dates are settled for screening, but it could be towards the end of next year. It is hoped that the programme will be shown in most, possibly all, ITV areas.



Op-ting into the System

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a NATIONAL bus company

EVERY FRIDAY

Travel Warrants individual or in bulk accepted on these Services.



Newcastle Upon Tyne	£12.20	£7.15	Birmingham	£6.60	£3.90
Sunderland	£11.80	£6.90	Coventry	£5.80	£3.40
Middlesbrough	£11.10	£5.50	Warwick	£5.40	£3.15
Stockton-on-Tees	£11.10	£6.50	Banbury	£4.60	£2.70
Whitby	£11.80	£6.50	Oxford	£3.80	£2.25
Scarborough	£11.40	£6.70	Reading	£3.40	£2.00
Wetherby	£10.50	£6.15	Worcester	£3.60	£3.90
Hull	£9.90	£5.80	Gloucester	£5.40	£3.15
Goole	£9.00	£5.30	Cirencester	£4.60	£2.70
Doncaster	£8.40	£4.95	Swindon	£4.20	£2.45
Leeds	£10.20	£6.00	Marlborough	£3.80	£2.25
Bradford	£9.90	£5.80	Plymouth	£7.50	£4.40
Huddersfield	£9.60	£5.65	Newton Abbot	£6.60	£3.90
Sheffield	£9.00	£5.30	Exeter	£5.80	£3.40
Chesterfield	£8.40	£4.35	Easton	£3.80	£2.25
Nottingham	£7.80	£4.60	Portland	£3.80	£2.25
Leicester	£6.90	£4.05	Weymouth	£3.80	£2.25
Northampton	£5.80	£3.40	Dorchester	£3.80	£2.25
Blackpool	£10.50	£6.15	Wimborne	£3.80	£2.25
Manchester	£9.30	£5.45	Swansea	£7.50	£4.45
Warrington	£9.30	£5.45	Cardiff	£6.60	£3.90
Liverpool	£9.30	£5.45	Newport	£6.20	£3.65
Birkenhead	£9.30	£5.45	Bristol	£4.60	£2.70
Chester	£9.00	£5.30	Bath	£4.20	£2.45
Newcastle Under Lyme	£7.80	£4.60	Salisbury	£2.60	£1.55
Stafford	£7.50	£4.40	London	£4.00	£2.35
Preston	£9.90	£5.80			
Wolverhampton	£8.00	£4.05			

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call Southdown Motor Services Ltd., Winston Churchill Avenue Portsmouth PO1 2DH — Tel. 22311

At the end of this year the Operations Branch will have been in existence for four years. Many of the early problems have now been overcome. Changing circumstances have demanded a new approach in some areas and some of the old problems remain; however, the overall pattern is now well established.

By now many of you will have heard of System Drafting (sometimes known as Type Drafting). At Centurion we define this as "the allocation of a rating within a category to a particular equipment system or related system for an extended period of service."

Recent events have focused attention on system drafting almost as though it were a new concept: in fact it has always been Drafty's practice to try to make the best use of an individual's previous experience.

Now we have to man highly complex warfare systems in ships with an equivalent cost of training men to operate these systems.

So as to use accumulated experience to the best advantage we have made several refinements to the drafting system and are working with the staff of the School of Maritime Operations at H.M.S. Dryad to stream career training courses to particular equipment fits where this is applicable.

To assist in employing ratings in the correct areas, particular requirements in terms of system

experience are being added to schemes of complement. Drafty is now busy collecting information on Ops branch ratings' system skills on the Equipment Experience Report Form (C234) and the information is being stored on the computer with an individual's personal details.

We have collected the data on Radar and Missile sub branch rates so far, and will be working through the rest of the branch in the near future. The form will be required at the same time as a Red Crossed Drafting Preference Card at the end of a sea draft, or as considered appropriate during a

Preference areas

shore job, to update Centurion's records.

This will allow future drafting and training to take this experience into account along with all the other facts we consider — e.g. preference areas, advancement forecasts, programmes and so on.

The major advantage of system drafting is the continued use of previous experience. Another advantage is the reduction of cross-training and pre-joining training: this in turn will reduce turbulence. It will be Drafty's job to see that Ops Branch ratings are system-drafted wherever possible, always bearing in mind individuals' preference areas and the needs of their career patterns.

The shortage of Ops Branch

Leading Hands, which has been a problem since 1975, stays with us. In many cases this is starting to have an effect on the PO's roster lengths, and so rosters are now becoming dry. The recent promotion boards for chief petty officer have almost filled the available vacancies but inevitably this is at the expense of the petty officer numbers.

One advantage of this situation is that the promotion prospects for the bright ambitious AB through leading hand to petty officer have never been better. On many petty officers' rosters — including the Communications Group — waiting time has fallen considerably.

ment Drafting Division have a better chance of achieving their aim of getting you a good job where you want to be.

Since April this year we have had a new sub branch — the Communication Technician (CT). DCI RN 434/78 gives the details and the revised structure from Radio Operator (Special).

The new sub branch is open to all branches of the Royal Navy, not just Communicators, for leading rates or able rates passed provisionally or professionally for the leading rate.

Other basic requirements are VG conduct and NAMET 3/3.

Wren PT Branch

The Operations branch continues to evolve in shape, size and in the tasks to be performed. While Drafty continues to try to fill jobs with the best qualified ratings, always balancing this requirement against personal preferences, make sure your input into the drafting organisation is up-to-date.

Is your Drafting Preference Card correct? Make sure you know what drafts are available. For instance, do you know how many Portsmouth-based Leanders there are? Or whether there is a shore billet for your rate in your preference area? (If not ask your Divisional Officer to consult the Fleet Bridge Card for the first question; the supplement No. 1 to BR 14 for the second).

If you get your inputs correct then the five officers and 22 ratings of the Operations Depart-

ment will be carried out by a qualified signal communications officer and this is followed by a special selection board held periodically in H.M.S. Mercury.

The basic course lasts about two years and a man must have three years to serve on completion of the course. On successful completion of the initial course a man is advanced to CT3 (acting petty officer).

Another new sub branch that is establishing itself well is the Wren PT Branch.

The first Leading Wren PT course completed in June this year and the second course starts in January.

The sub branch now stands at two PO Wrens and 11 AL Wrens. One course of 14 Wrens is planned for each year to build the numbers up to the required level.

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CHURCHILL'S GIRL IS WENDY

Bristol model Wendy Brewer has been adopted as Miss Churchill 1978 by the crew of the nuclear-powered hunter-attack submarine H.M.S. Churchill.

Twenty-one-year-old Wendy was introduced to the submarine by her mother, Mrs. Betty Brewer, a first officer in the Girls' Nautical Training Corps.

During her year of office, Wendy hopes to visit the Churchill as frequently as the boat's programme permits and to help the crew's efforts in raising funds for the Kidney Patients' Association in their base port in Faslane.

Pictured with Wendy when she visited the submarine at Plymouth are RO Robert Williams and LRO Robert Taylor.

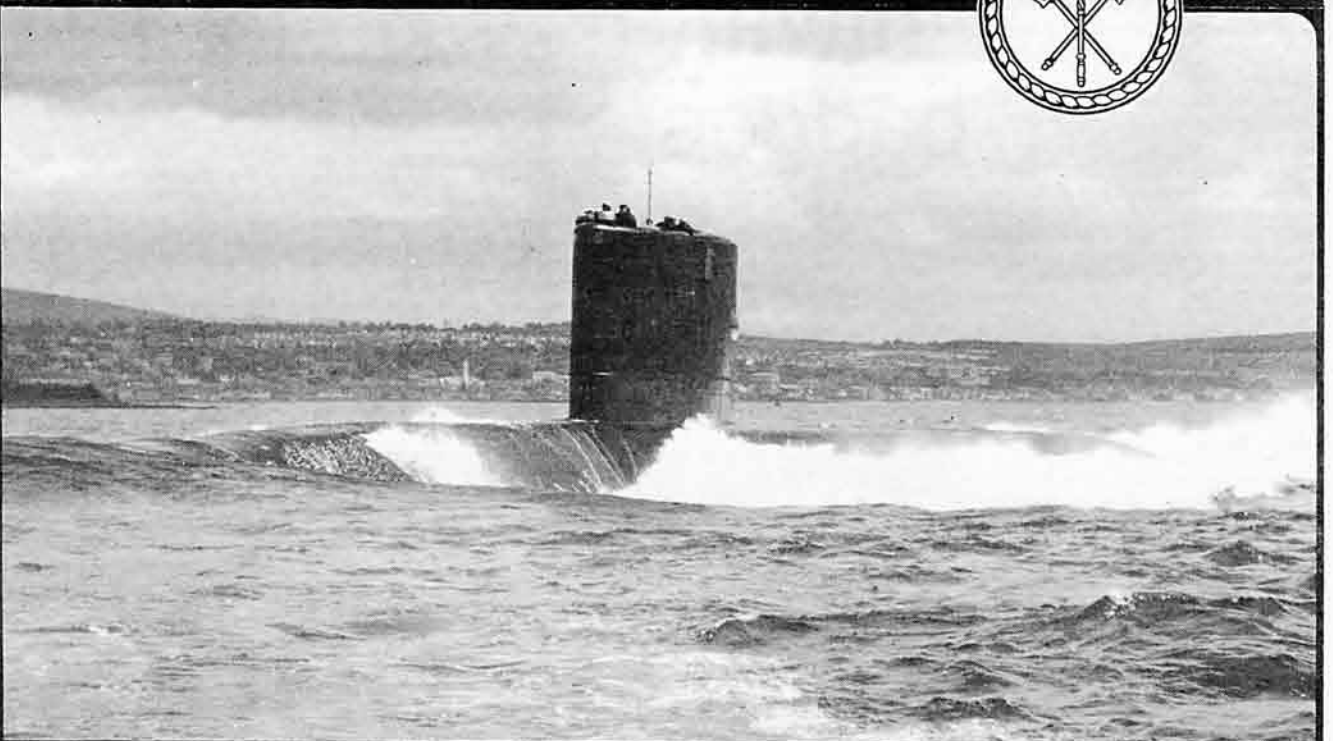


SHIPS OF THE ROYAL NAVY

No. 276 — H.M.S. SCEPTRE



Above left: H.M.S. Sceptre being launched at Vickers' Barrow shipyard in November, 1976.



LATEST OF THE NUKES

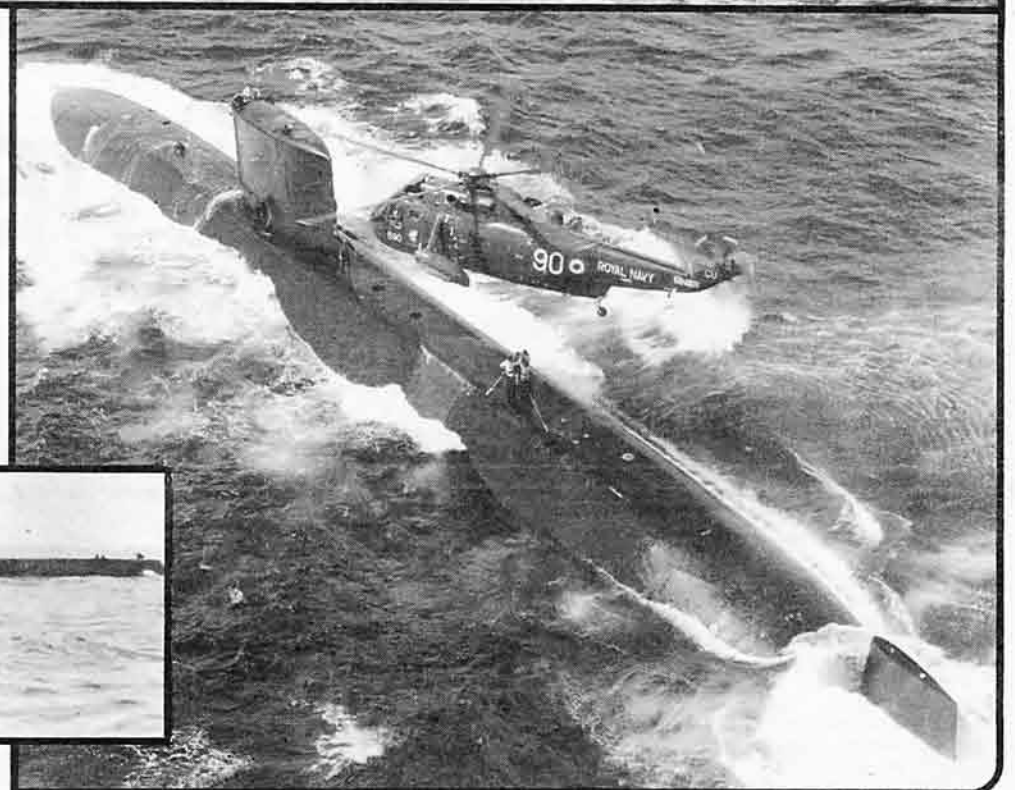
H.M.S. Sceptre's entry into service earlier this year brought the Royal Navy's Fleet submarine strength to double figures.

Tenth nuclear powered Fleet submarine, the Sceptre is also the fourth of the latest Swiftsure-class high-speed deep-diving boats at sea. Two sister ships are being built.

The development of the Fleet submarine programme does not end there, however. H.M.S. Trafalgar, the first of an improved Swiftsure-class, is also under construction and a second of this new class has been ordered. Development work is continuing on an even more sophisticated submarine.



Above: Second World War Sceptre. Right: Sea King and Sceptre earlier this year.



Distinction

The Government has announced its intention of specialising in the nuclear-powered Fleet submarine type.

For a while, however, H.M.S. Sceptre is able to claim the distinction of being the newest, most up-to-date submarine in service.

She also has the unique honour of being the first of the new generation of Royal Navy nuclear-powered submarines to be named after a previous submarine.

The Sceptre is the fifth Royal

Navy warship to bear the name. The first was a 64-gun third-rate ship in 1781, the second a 74-gun third-rate of 1802, the third a First World War River-class destroyer and the fourth the old S-Class Submarine, H.M.S. Sceptre, of the Second World War.

The Second World War Sceptre distinguished herself in operations with the famous X-craft midget submarines. She towed X-10 in the renowned attack on the German battleship Tirpitz in Kaa Fjord, Norway

and towed X-24 (which survives at the Royal Navy Submarine Museum at H.M.S. Dolphin, Gosport).

In recognition of her fine service the crew of the new H.M.S. Sceptre traced former crew members and invited them to be guests of honour at the commissioning ceremony at Barrow-in-Furness on St Valentine's Day this year.

The Old Sceptres discovered that things had changed dramatically. H.M.S. Sceptre of Second World War vintage was

990 tons. Today's Sceptre is 4,500 tons, is 275 ft. long and has a crew of 110. She has three decks. She produces her own electricity (enough to power a small town), fresh water and oxygen.

Detection

Her nuclear reactor provides heat to make steam and this drives turbines which give her a speed in excess of 25 knots. With a maximum diving depth in excess of 500 ft., she could,

if necessary, circumnavigate the world underwater.

H.M.S. Sceptre is a hunter-attack submarine. Her main wartime role is detection and destruction of enemy submarines and surface ships.

She can operate hundreds of miles from her base totally independently, or can act with other surface units in a group deployment configuration.

Fleet submarines like the Sceptre form the main striking power of the Fleet. They are armed with Mk8 salvo torpedoes

and Mk24 Tigerfish wire-guided anti-submarine torpedoes.

Soon they will be equipped with Sub Harpoon and underwater launched air-flight anti-ship missiles.

H.M.S. Sceptre, commanded by Cdr. Rob Forsyth, has now joined the Second Submarine Squadron at Devonport following successful work-up.

Battle honours: Trincomalee 1782; Cuddalore 1783; Cape of Good Hope 1796; Guadeloupe 1810; Norway 1944; Atlantic 1944; Biscay 1944.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 10p each inc. postage and packing (£1 per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.60. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (mine-layer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora.

Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endur-

ance, (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass Sabre, Scimitar on one postcard) Fort Grange, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Gurnsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarmton, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkliston.

Laybourn, Leader (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Naird, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Sovereign, Striker, Stromness, Superb, Switsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

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More thoughts on naval badges

Mr. J. Owens' letter (September) mentions the possibility of a badge replica of the White Ensign for ex-R.N. men to show their association with and loyalty to the Senior Service.

As a member of the Herts branch of the Royal Naval Association, I would very much like to wear a badge like that of our standard bearers, but they tell me that these White Ensign badges can only be worn by standard bearers.

I would like to know where I can obtain such a badge, if it is permissible for me to wear one.

A. Faulkner
(Ex-ldg seaman)

Ware, Herts.

Regarding the idea of a White Ensign badge, speaking for myself and perhaps other pensioners in their late 70s or 80s, I would prefer a little badge to be worn on the lapel, suitably inscribed for both world wars.

It would be appreciated as a badge similar to that issued to "Old Contemptibles" (Army service) from 1914 onwards.

This gesture would, I feel sure, delight the R.N. "two-war materlots."

A. S. Fullbrook
(Ex-CYS)

Reading, Berks.

In my view, any new-design badge is unnecessary. The one I wear with pride in my jacket lapel is a small silver-coloured naval or rostral crown (easily obtainable in shops and market stalls). I also have a blazer badge of the same crown, and a tie is also available.

According to a book dated 1746 and entitled, "Signals for R.N. Convoys and Sailing and Fighting Instructions," the naval or rostral crown was anciently given to the officers, etc., who were the first to grapple or board an enemy ship.

M. G. Osborn
(Ex-Combined Ops)

Dawlish, Devon.

Another 'jewel'

Unless the management has it safely locked in the China Fleet Club safe, I for one regret having no knowledge of the whereabouts of The China Jewel (September).

However, readers should be pleased to learn that another "jewel" — the club itself — continues to sparkle, though perhaps not with the glitter of old.

Nevertheless, we ex- and serving members of the R.N. owe a great deal to our predecessors who possessed the foresight to build the China Fleet Club.

Ben Marks

Hong Kong.

Something for all

Could you please spare a small space to say how much we enjoyed the day with the Navy at Plymouth — there was something for everybody.

Mr. and Mrs. H. Bishop
Daventry, Northants.

(From Vice-Admiral Sir Ernle Pope)

The letter from Mr. Owens (September) mentions that he has served in the R.N., R.N.V.R., and R.N.R., which is roughly a full house.

Mr. Owens supported an officially-recognized emblem because a Naval Association lapel

badge or blazer badge does not necessarily denote that the wearer is serving or has served in the Navy, since he might well be an Associate member.

I think it is worth making the point that a Full or Life Member's Royal Naval Association lapel badge does indeed denote that the wearer is serving or has served in the Navy, and these badges are quite distinctive from those worn by Associate members.

Those, therefore, who wish to wear something which shows they are R.N. men have only to join the Royal Naval Association, which is officially recognized by the Ministry of Defence.

Ernle Pope
(President, R.N.A.)

LETTERS TO THE EDITOR

More 'perks' for sea time, please

What incentive the sea? Does the man at sea think he is getting as good a deal as the man on shore? Could the branches with the poor sea/shore ratio gain some benefits? Could there be compensation for the irregularities of a ship's programme?

Once, a sailor joined to go to sea, to travel and to experience a different way of life. Today, the way of life has changed. Visits are no longer there, and the sailor wants his home — on land!

What incentive could make the sea more attractive and give the sailor something to look forward to? At the moment, the one day seagoing leave for every two months served on board is poor reward for the programme uncertainties and the extra hours worked.

Could a seagoing allowance be part of the answer? Could more leave be earned — not only for time spent on board, but also in return for week-ends at sea?

How about perks? Could the duty-free landing allowance be increased to the normal civilian entitlement — at the expense of removing "Blue Liners" cigarettes from shore establishments? Or if that would not do, still get rid of the "Blue Liners," or even ask the Tot Fund to subsidise any payable Customs duty.

Whatever happens, whichever

way is chosen, there must be a visible and distinct difference between the man at sea and his counterparts ashore — and in his favour!

O.H.M.S. (Lieut. R.N.)

(From Surg. Capt. D. E. Mackay, Director of Naval Medical Staff Training)

You might be interested in the response to my letter, which you published in the August Navy News.

Correspondents have disclosed a further six recipients of the Distinguished Service Medal, plus recipients of the Conspicuous Gallantry Medal, Albert Medal in Gold, Albert Medals in Bronze, and British Empire Medals, as well as many Mentions in Despatches.

Other correspondents have added many anecdotes of medical activities in both World Wars —

including the experiences of one gentleman now in his 85th year who was invalided in 1916!

An interesting point uncovered is that the centenary of the Sick Berth Branch is due in October 1984 — the year must be a coincidence — and preliminary discussions have now been held on

how to mark the occasion.

I have also received information on the gallantry of one lady — a VAD — when a wartime naval hospital was bombed. The School of Nursing are following this up.

Thank you for your assistance.
D. E. Mackay
R.N. Hospital, Haslar.

Glasgow has Hood model

I hope to have good news for D. R. Sharpe (September issue) in his quest for the builder's model of H.M.S. Hood.

This model, I am almost certain, is on display in the Clyde Room of the Glasgow Museum of Transport, opened last year by the Prince of Wales.

The Clyde Room is packed with a wide range of naval and merchant ship models, second only to the National Maritime Museum at Greenwich.

Gordon Dudman
(Sub-Lieut. SCC, RNR)

Ayr.

Twelve years ago, the H.M.S. Hood model was in Kelvingrove Art Galleries, Glasgow.

Sidney J. Mason
(Ex-PO, RN)

Inverness.

An H.M.S. Hood model used to stand in the drill shed of H.M.S. Drake — a beautiful piece of work about 20 feet long.

It was ordered to be broken up at the instigation of the first lieutenant, who believed it to be a sad reminder of the ship's fate, and should be forgotten.

There were many protests at the time, but the deed was duly carried out during 1965.

John Reffell
(FCPO, Coxn)

R.N. and R.M. Careers Office,
Kingston-upon-Hull.

Is it true that 'left' is right?

A matter of some dissent has arisen in the otherwise friendly atmosphere of my local branch of the Royal Naval Association, disturbing the calm equanimity of the Sunday morning "up spirits" session.

My crusty ex-coxswain friend insists, with his tot at stake, that the correct pronunciation of the naval rank lieutenant is "left"tenant. On the other hand, with all against me and with several tots in jeopardy, I maintain that the R.N. enunciation is "loo"tenant.

My ancient coxswain friend points out, with all the authority of his rank, that "lootenant" is "Yank" and frowned upon.

However, I well remember on joining the Andrew in 1942 at Ganges that it was impressed

on me new ODs that "left-tenant" was the mark of the British ponger, and that R.N. officers should be called "lootenant." Indeed, Fowlers "Modern English Usage" states that "left" is incorrect for naval officers.

Could Navy News intervene in the dispute, bearing in mind the gravity of the task and the number of tots involved?

George E. Gray

Romford, Essex.

Waiting for it . . .

An ex-seaman's wife now on holiday at Barrow, I have recently been in contact with young submariners and am amazed to learn that although some have done as much as 23 months' service, they have never been to sea.

Boredom and disillusionment is obvious. Surely some sea time could be arranged while waiting for their sub.

M. A. Harvey

Warships generally have no space to carry additional personnel to give them a spell of sea time.

The ratings referred to are probably attached to a new sub building at Barrow, and she will have her share of newly-trained sailors, some of whom will have had long periods under training to suit them for their jobs.

These young men have an important part to play in helping to prepare their first ship for sea trials. Time in dockyard hands can be boring, but theirs is an essential task. Once their ship is at sea they will share the sense of achievement and pride. — Editor.

Gun memories

In 1980, the former Gunnery Branch of the Royal Navy will be celebrating the 150th anniversary of the establishing of the first Gunnery School in H.M.S. Excellent, moored in Portsmouth Harbour.

In addition to re-writing the history of that ship, which is being undertaken by my colleague, Capt. John Wells, we are attempting to assemble reminiscences of practising gunnery officers for the benefit of posterity, before all memories of the big gun era are irretrievably lost. What are required are the first-hand battle accounts of gunnery officers who actually controlled the guns of their ship in action, but reports of gun actions from more senior officers would also be welcome.

This appeal is therefore addressed to any officer who qualified in gunnery at Whale Island, whether R.N., R.M., or R.N.V.R., and of course includes such officers from the Common-

wealth navies.

I would be grateful if any of your readers who care to contribute would write to me at Mills Farm House, Rogate, Petersfield, Hants. GU31 5EQ. Permission from the contributor to publish, or quote from their accounts would be greatly appreciated.

R. Casement
(Capt., R.N.)

Rogate, Hants.

ASSISTANCE TO AUTHORS

Kenneth Poolman, 3 Cole Road, Twickenham, Middlesex, TW1 1EZ, is researching for a book on the Fleet Air Arm in Malta, 1940-43, and would like former members of 830, 828, or 821 Squadrons to contact him.

Trevor P. Cox, 92 Sheridan Terrace, Hove, Sussex, BN3 5AF, would be grateful for information or reminiscences concerning the destroyer H.M.S. Wishart, when she was in China 1926 to 1928, especially at Hankow or Nanking, or about other ships deployed with her on the Yangtze.

Lieut.-Col. D. G. Clark asks if anyone who served in or visited Kuwait (however briefly) in the period up to and including the Second World War would contact him with details of their unit and dates. His address is c/o Lieut.-Col. Abbas, KMAO, 46 Queensgate, London, SW7.

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Seagoing—R.N. and M.N. styles

With regard to your letters in October from ex-Chief Boomer Colthart and Leading Seaman Turner, what is being done after all these years to equate seagoing experience in the Royal Navy with that in the Merchant Navy to overcome "closed shop" opposition to transfer to M.N. for those who have the experience and retain the aptitude for seafaring?

In 1975 there was launched a high-powered programme called "Sealife," with representatives from the employers, unions, and the Department of Trade, "to examine ways in which life at sea in the U.K. shipping industry can be made more attractive to the U.K. seafarer, from which the effective use of manpower can be developed."

Among the distinguished rep-

resentatives on the committee, there does not appear to be any from the Admiralty.

Joe Huddart
Ex-M.N. and R.N.
Cdr R.N.R. (Ret).

Blackheath

I sympathise with ex-CPO Colthart, but I doubt if I will ever have his problem. I served for six years in the "Merch" before joining the Royal Navy and obtained both an AB's EDH (efficient deck hand) and lifeboat certificate.

Although I am a Reggy, I served my first six years in "pusser" as a seaman. I learnt more in that time than I ever did in the Merchant Navy. I see stokers and greenies can get trade certificates — did someone forget the seaman?

Dave Savin
Leading regulator

H.M.S. Daedalus

Our inquiries show that there has been no practice of postal votes for Servicemen overseas, certainly not in recent years, although someone with a long memory recalls that it may have occurred in the unusual circumstances of the 1945 General Election.

On the proxy question, one way which has been suggested to "guarantee" that proxies will do what is required of them is to ask the local office of the political party you favour to suggest a name. The Serviceman could then nominate this person to his Electoral Registration Officer — Editor.

The M.N. are not simpletons and qualifications are required by the Board of Trade. Your correspondent may have been a CPO(RN), but he must have a ticket for EDH and lifeboat before he can become an AB. It doesn't take too much time and expense — surely he cannot expect to walk in just like that.

I was a CPO and served 27 years and now I am an AB in the M.N. I have changed my whole concept of life accordingly. In other words, forget the R.N. — you are out. One doesn't try to tell the M.N. you are something special because you are ex-R.N.

Charles Revell
R.M.S. Windsor Castle

BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

For collection

Having seen that the Beira Bucket is now in Portsmouth Naval Museum, I write to inform you that a large and magnificent copper bowl destined to be presented to the captain and ship's company of H.M.S. Tiger by the Government and people of Rhodesia to mark the Tiger talks still rests on display but uncollected in the Prime Minister's office in Salisbury.

This seems a pity. Perhaps this magnificent trophy may yet reach its proper owners.

W. A. Evershed (Ex-RN)
Catherington, Portsmouth.

Thanks, Hydra

The staff and children of the spina bifida rehabilitation unit of Queen Mary's Hospital, Carshalton, wish to record their appreciation of the contribution made by the crew of H.M.S. Hydra during the last two years.

The money raised has been spent on useful things for the children. The two days when members of the crew visited our ward were thoroughly enjoyed by all.

Sister French

A plea for the postal vote

On hearing that a general election might be imminent, I contacted the captain's office with a view to getting a postal voting form. The leading writer gave me F/VOTE/33 and F/VOTE/34, plus an F/VOTE/656 — instructions on how to fill in the first two.

On reading through, I came upon a paragraph on voting procedures which says, "When in the United Kingdom at the time of a Parliamentary General Election or By-Election, Service voters may cast their votes either in person, by post or by proxy. The next paragraph states, "When outside the United Kingdom on polling day, Service voters can vote only by proxy."

Do you know why once more a serving member of H.M. Armed Forces, who is abroad and chooses

to take his family with him, is restricted to only being able to vote by proxy?

The greatest gift we have in the free world is to be able to cast a vote in an election knowing it will not be fixed, we the voters will not be harassed in any way and it is all carried out with a degree of secrecy.

If, however, we are only allowed a proxy vote while out of the U.K. that means we have to nominate someone to cast our vote. This person may not be very politically minded or may be of the opposite party. Or, as usually happens on polling day, it could pour down and he thinks "To hell with it — why get soaked just to vote?" And that means I have lost my vote.

Surely the postal vote for Servicemen outside the U.K. could be reinstated, so giving all of us our democratic right to cast a vote in secret.

W. Scott
OEMNI

H.M.S. Tamar.

The timetable of an election would appear to make it difficult — probably impossible — to arrange postal votes for Servicemen overseas, particu-

larly where ships are concerned, as a minimum of only three weeks is necessary from calling the election to polling day.

THE BARE FACTS

May we set the record straight?

In recent correspondence we noted that the Sick Bay staff at CTCRM alluded to the fact that no Commando MAs had yet worn skirts. Well, now the truth can be told.

During Exercise Northern Wedding, and in a bold and daring experiment, we the MAs of 40 Cdo R.M. were unleashed with knees bared upon an unsuspecting enemy — to the accompaniment of blood-curdling screams.

Unfortunately, the screams all came from our own side, which was thrown into disarray by our rugged appearance and non-tactical legs, so the experiment is unlikely to be repeated in other units.

F. Biscoe
CPOMA

P.S.: Does anyone know a cure for chapped knees?



And here is the "blood-curdling" sextet pictured before the unique operation: From the left, CPOMA Biscoe, LMA Brindley, LMA Wright, POMA Stubbs (845 NAS), MA Cook, and LMA Palmer.

Picture: PO Rooke.

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We offer you three of Portsmouth's best venues to cope with the small dinner party of eight or the celebration Club Dance for 800 (or anything in between).

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Prize for Service artist

The Armed Forces Art Society is to award a prize of a substantial voucher for artists' materials for the best picture contributed to their annual exhibition by anyone serving in the Armed Forces, whether a member of the society or not.

The exhibition is to be held in the Mall Gallery in London on February 14.

Entry forms are available from Col. E. L. L. Vulliamy, Meyricks, Blandford Road, Reigate, Surrey.

Jetstreams fly in

The Royal Navy took delivery of the first of 16 Jetstream T2 aircraft on October 26. Jetstreams will replace the Sea Prince aircraft which have been in service for 25 years and will be used in the observer training role.

To meet this need, the Jetstream T2 cabin is modified to house two fully instrumented student navigational consoles and will be used for the first time to train student observers in February.

Jetstreams will be flown by the combined Culdrose-based units of 750 Naval Air Squadron and the Royal Naval Observer School.

Introducing ... 'H.M.S.' Jetfoil



Jetfoils operating in many parts of the world have logged over 40,000 hours in service while carrying more than 3,500,000 passengers.

Now a variant of the commercial Jetfoil built by Boeing Marine Systems at Renton, Washington, is being constructed for the Royal Navy for hydrofoil evaluation in a naval environment.

Due to be delivered late next year, the craft will be a 115-ton version adapted so that it can be tested in the fishery protection, offshore patrol and other roles.

Certainly this high-technology hydrofoil will provide a new look vessel for the R.N., as the artist's impression here shows, although the Navy has been involved in hovercraft trials work for many years.

HIGH-SPEED

The new Jetfoil will have a standard waterjet propulsion system, but will also have two diesel engines for hullborne operation and low-speed endurance. Gas turbine propulsion (by two Allison turbines) will be used for high-speed foilborne operation at 43 knots.

Combining features of both aircraft and ship, the Jetfoil promises a comfortable "ride" at high speed. Because only narrow struts pierce the water's surface when foilborne, there is almost no wake.

The Navy's Jetfoil will be about 90ft. long and 30ft. wide.

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We specialise in presentation Calls

in authentic regulation pattern, which make a delightful gift or award. Each Call is expertly engraved in traditional copperplate script with any inscription you like — e.g. a name, rank and number, or a short message to a sailor's girl-friend.

Each Call, on its handsome high-quality 50in. neck chain, is displayed in a simple presentation box with notes on the illustrious history, and a guide to piping.

22-carat Gold-Plated Call with gold-plated chain £8.50
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Engraving 50p per line of up to 18 letters and spaces (capitals count as two). Maximum four lines. Add 30p postage, etc. We aim at return-of-post service. We also manufacture unengraved Regulation "naval issue" Calls at £2.05 and standard neck-chains at 90p. Postage 20p. Special quantity discounts for RN Associations, Cadet Units, Sea-Scout Troops and clubs on application.

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NOVEMBER '78'

DAY, DATE	HAPPENING	ENTERTAINMENT	TIME	Admission
Thurs. 2nd	SUPER SOUL NITE	SWEET SENSATION & D/J JOHN THOMPSON	8 till Midnite	70p
Sun. 5th	DISCO NITE	SUNDAY'S D/J RICHARD WOOD	8 till 1130	30p
Mon. 6th	HEAVY GROUP NITE	SHAFTSBURY & D/J PETER CROSS	8 till 1130	50p
Thurs. 9th	TOP SOUL NITE	THE FANTASTICS & D/J JOHN THOMPSON	8 till Midnite	70p
Sun. 12th	DISCO NITE	WITH YOUR SUNDAY D/J RICHARD WOOD	8 till 1130	30p
Mon. 13th	POP NITE	WAYNE FONTANA & THE NEW MINDBENDERS & D/J PETER CROSS	8 till 1130	50p
Thurs. 16th	TOP POP NITE	PAPER LACE & D/J JOHN THOMPSON	8 till Midnite	70p
Sun. 19th	DISCO NITE	YOUR USUAL SUNDAY D/J RICHARD WOOD	8 till 1130	30p
Mon. 20th	POP NITE	K.L.B. & D/J PETER CROSS	8 till 1130	50p
Thurs. 23rd	SOUL NITE	THE SHOWSTOPPERS & D/J JOHN THOMPSON	8 till Midnite	70p
Sun. 26th	DISCO NITE	WITH YOUR SUNDAY DISC SPINNER D/J RICHARD WOOD	8 till 1130	30p
Mon. 27th	POP NITE	SUSPICION & D/J PETER CROSS	8 till 1130	50p
Thurs. 30th	SUPER DISCO NITE	with the RADIO LUXEMBOURG ROAD SHOW + Thursday's D/J JOHN THOMPSON	8 till Midnite	70p
Sun. 3rd Dec.	DISCO NITE	with your Sunday PLASTIC PLAYER D/J RICHARD WOOD	8 till 1130	30p

DISCO NITES SUNDAY, GROUP AND DISCO NITES THURSDAY AND MONDAY
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Ext. 24205

Extension scheme

● Continued from Page One

As time goes by, the number of highly skilled senior ratings rises as a proportion of the Navy. Because of this MOD has taken another look at NCS and decided to supersede it. The aim is to fill existing NCS billets and certain others which cannot be filled, where this will not act to the detriment of men on normal active service. It will also replace the Treasury 100 scheme.

Those already on NCS or T100 can remain on their present forms of service until their engagements finish, after which they will be eligible to re-engage on ES, all other things being equal.

Generally, a volunteer for ES will be recruited for a specific shore billet in the U.K. where continuity of special skill is needed, and he may expect to remain there for the whole of his engagement. But there may be a small number of jobs abroad and a few more which require mobility. Whatever the sort of billet, details will be made clear to volunteers before they accept.

There will be no drafting of ES men between billets — once in a billet the man may expect to stay there, military emergencies excepted, until the end of his engagement.

Shorter

Unlike the old schemes it will be possible to re-engage in increments of five years. However, if anyone does not wish to be committed for so long or the Navy has a shorter requirement, it will be possible to arrange four or three years at a time.

In most cases it is expected to be able to allow men to stay by means of these increments up to age 55, and in a few very special cases up to 60.

If the job folds up at short notice (and the chances are thought to be pretty small), some alternative — in the same area if possible — will be offered, or the man can be released from his engagement if he wishes.

So while the Navy cannot sign on ES men to age 55 in one go, the most likely obstacles to continuing successive increments will be the man's own wishes, his fitness and his continuing ability to do the job.

Normal medical standard on engagement will be P2 but, in special cases, a lower category

Following are some of the Extended Service billets currently available. Applications should be made in accordance with paragraph 6 of DCI(RN) 655/78. One billet is available in each case except where stated.

BUTEC: REA1/CEA1. H.M.S. Caldonia: Expected that some MEA(P), MEA(H) and CMEM will be required, but numbers have not yet been finalised. H.M.S. Cambridge: CPO(OPS)(M), Captain SM1: MEA(P)1 (3); CMEA(P); OEA1/CEA1/REA1. Captain SM2: CEA1/REA1. Chatham FMG Static: MEA(P)1. H.M.S. Collingwood: OEA1 (8); CCEA; CEA1 (2); CREA (2); REA1 (7); B.R.N.C. Dartmouth: CPO(SEA) (4); CPO(OPS)(R), Devonport FMB: MEA(H)1. H.M.S. Drake: POPT; CPO(OPS)(M)/PO(M). H.M.S. Dryad: CPO(OPS)(EW), F.M.B. Devonport SMMU: MEA(H)1/CMEA(H). FO Portsmouth: PO(R); CPO(OPS)(M); CMEA(P); CREL FOSM: OEA1/2 /CEA1/2. H.M.S. Mercury: CCY (3).

Neptune NT: MEA(H)1; MEA(P) (4); CEA1; REA1; OEA1/2 (2). Portsmouth FMG Static: OEA1. R.N.R. Forth: COEL. R.N.R. Tay / R.N.R. Clyde: CMEA(H)/MEA(H)1. R.N.R. Mersey: CMEM. R.N.R. Tyne / R.N.R. Forth: CMEA(H)/MEA(H)1. STMA: CREL. H.M.S. Sultan: CMEM (3); MEA/MEMN1; POMEM (2); CMEM; MEA(P)1 (5); CMEA(P) (2); MEA1(H) (2). H.M.S. Vernon: CPO(OPS)(S) (2). H.M.S. Vernon PO Craft: OEA1.

Details of the billets are available from H.M.S. Centurion.

may be acceptable. However, there will be no reduction on the standard for overseas service.

Pay will be at full Service rates. Allowances will depend to some extent on the mobility or otherwise of the billet and a new DCI (RN 655/78) contains details. ES time will count for pension, and on final discharge pension and terminal grant will be calculated on total service.

Those eligible to join are men already on NCS or T100 when they come to the end of their present engagements, and those now on active service within 18 months of completing 22 years' service.

Volunteers should apply through commanding officers, stating the type of duties, geographical area and any other special considerations which they would prefer. The DCI gives these and other details.

Those who left the RN or RM less than five years ago and consider they would be suitable should call at their nearest careers office. Write to it or ring H.M.S. Centurion — Telephone Portsmouth 22351, extension 2564.

How does this leave the fifth fiver? Fifth and sixth fivers are part of the active service element of the Navy. This is the best deal the Navy can offer the fully fit and mobile man who wants to stay right up with the hunt in the Fleet.

He has the same terms on such things as separation pay as the man with less than 22 years' service.

So that the career prospects of those following are not worsened, fifth and sixth fives have to be limited, and applicants need to be really good. But taking into account the different purposes for which men are needed for ES and the fact that by no means everyone wants to continue a seagoing mobile life beyond 40, it is thought that ES makes a valuable supplement to the fifth and sixth fives.

ES men will not block the rosters for those coming behind and, with their experience, they have a great deal to offer to the Navy.

SCENE-STEALER DIANE



When 80 sailors from H.M.S. Sultan went to see the Mike Yarwood Show in Bournemouth it was singer Diane Solomon who stole the limelight for them.

Miss Solomon had already shown her wisdom by giving the lads a signed photograph for their club. After the show the sailors were delighted to meet her and receive individually autographed pictures (right).

The lads also mingled with dancers after the show (above). The visit was organized by Lieut. John Boucher using the profits from the Part II Trainees Club at H.M.S. Sultan, a self-supporting concern.



EIGHTH TOUR BY 42 CDO

Scenes from South Armagh



Scenes from urban and rural life in South Armagh ... 42 Commando-style. From the top: Staff Sergeant Shoemaker, attached to the unit for explosive device cleaning duties; Sergeant Olly Ollin interviewing an "under-cover agent" while on rural patrol; Sergeant Dave Kirtley passing the time of day with village children; a "mascot" proudly wearing the Green Beret.

Pictures: Ric Churchill



Cpl. Tony Fidler and Mne Ian Smith (above), both from Plymouth, man a vehicle check point at Newtonhamilton — part of the duties of 42 Commando Royal Marines during its eighth tour of duty in Northern Ireland.

The Commando is deployed in South Armagh, where vehicle checks are an important part of the duties, and this check point is particularly crucial because the road crosses the border with Eire not far away and about 1,000 cars are checked every day.

Another hectic job for the Commando is in Bessbrook, to the east, where one of the four companies and the unit headquarters are

located, and which has a helicopter base described by the Guinness Book of Records as the busiest in Europe.

With all transport of personnel and supplies to the unit's territory by helicopter, the flight programme controlled by Lieut. John Stark R.M. is a complex one.

The other two company locations are both in daunting border territories — Crossmaglen and Forkhill, which have proved to be not without incident during the four-month tour.

For 42 Cdo. the pace rarely lets up. After its return to England in mid-November, the unit will prepare for Arctic and Mountain Warfare training in Norway in January.

Norway exped. a tall order for climbers

During a month's climbing expedition in good weather in Arctic Norway, members of the Royal Navy and Royal Marines Mountaineering Club did not follow the songwriters' advice and climb every mountain.

Tysfjord, south-west of Narvik, and Austvagoya, one of the Lofoten islands — the two centres for their expedition — contain too many spectacular peaks.

Although not particularly high, mostly between 3,000 and 4,000ft. — they are extremely steep and in some instances complicated by hosts of subsidiary pinnacles.

Getting to the mountains was often as big a challenge as getting to the top. Dense birch and rowan made access routes difficult. A hyper-active insect population also added their own brand of torment.

Various peaks, including some major ones, were climbed, and in the Austvagoya area, excellent rock conditions afforded the chance to attempt new rock climbs.

The expedition, led by Cdr. M. B. Thomas, proved a great experience and those members who travelled to and from Norway by the Fleet tender Cawsand had the added enjoyment of a calm passage both ways.

Naval members of the expedition included Cdr. J. G. Wemyss (skipper of the Cawsand); Capt. A. W. E. Brister, PWO; LREM N. Crabtree; Lieut.-Cdr. B. Davidson; POREL E. Diggins; Sub-Lieut. N. C. Gates, R.N.R.; Lieut. D. C. Cregan; POREL A. D. Groves; LMA S. K. Jackson; MEA1 A. Mailey; Sub-Lieut. A.

G. Maunder; Lieut. S. McIntyre; Lieut. M. S. Pearce; CPO G. Russell; Lieut. J. Stockdale; Lieut. A. B. Thomson RM.; Lieut. R. A. Waldock; and AA2 D. A. Guest.

Royals win tough march

The toughest ever Cambrian March — 59 miles over rough terrain — was won outright by a team of Royal Marines from 45 Commando, mainly of Y company, led by Second Lieut. David Boyle.

Teams covered 19 miles the first day and 12 miles the next, followed by a 19-mile night navigation march and a night shooting test, finishing with a nine-mile speed march and a marksmanship test.

The Royal Marines entered two teams, the second narrowly beaten for second place by a team from the Parachute Regiment.

Guardboat crew

Members of the ship's company of H.M.S. Antrim exchanged dry dock and chipping hammers for a welcome two weeks in the sun when they crewed for the Gibraltar Guardboat.



HERE'S TO ANTELOPE!

It must be the sign of a good ship! Hereford's thirsty citizens have found a convenient way to drink (regularly) to the health of their favourite warship. They have named a pub after H.M.S. Antelope.

The Antelope's commanding officer, Cdr. P. B. Rowe, and ten of the ship's company spent three days in Hereford, which has adopted the Type 21 frigate.

Highlight of the visit was the re-naming of the Railway Inn, for which Cdr. Rowe unveiled the new pub sign. One side depicts the Antelope at full speed, the other shows the ship's crest.

With the first pint pulled at 1030, and the last well after midnight, the re-naming ceremony proved a long one for the ship's party.

Among the 200 guests were ex-submariner Colin Shepherd, now M.P. for Hereford, and representatives from the local Sea Cadet unit, T.S. Antelope, and R.N.A. and WRNS Association branches.

The sailors presented a cheque for £255 — raised during the ship's deployment in the West Indies — to Hill Rise Children's Home, and attended a civic reception given by the Mayor and Mayoress of Hereford.

Pembroke Sound

Chatham's Pembroke Club has re-opened after a £20,000 face-lift including the installation of a £5,000 sound system.





If you haven't got the message...

Ships Ale. Stronger than almost any beer ashore, at a fraction of the price. It's one of the joys of being at sea.



Whitbread Duty Free Trade Division

THE RISING COST OF LIVING

**Why
a helo
rescue
adds up
to £700
an
hour**

To keep a Wessex 1 helicopter airborne in the search and rescue role costs the taxpayer £700 an hour — a fact not always appreciated by those who manage to find themselves strung inelegantly on the end of the winch.

Misguided capers frequently result in an airlift to the nearest beach or more urgently to the haven of a hospital where staff may be all too familiar with the



Picture: LA(Phot) Pete Northcott.

emergency routine when a stretcher case arrives.

Why £700? You have only to study this picture for the answer.

The three aircrew — pilot, aircrewman, diver — represent the sharp end of any

Wessex sortie launched (in less than two minutes) from 771 Squadron SAR Flight at R.N. air station, Culdrose.

With them is a cross-section of the various trades who provide the back-up —

ground crew, fire crew, sick bay, meteorological office, operations, safety equipment, air traffic staff, and coastguard.

In and out of working hours, this is the essential team which ensures that the

taxpayers' money is well spent around the Cornish coast.

By late October the SAR Flight at Culdrose had answered more than 130 calls, which, coupled with

156 "scrambles" by the H.M.S. Daedalus SAR Flight adds up to a sizeable sum of money.

The SAR Flight at H.M.S. Gannet, Prestwick, had answered 25 calls by mid-October.

Are you thinking about a joint account?



Look at it this way.
You'll have a joint home
and a joint car.
Joint bills
and joint housekeeping.
So you're absolutely right
to be thinking about
a joint account.

All you have to do is ask here



TWO PAGES FOR FAMILIES

Many Servicemen find it necessary to let their houses — often fully furnished — when they are drafted. There are plenty of problems associated with these lettings, one of them being the question of income tax liability.

This article has been provided by the Inspector of Taxes at Public Departments 4, Cardiff, who deals with the tax affairs of all naval personnel.

No claim is made that it will solve all your furnished letting taxation problems, but it may help you understand them a little more easily.

Tax and the man of property

The first thing to say is that if you are letting a property your tax return requires you to show the address of the property let, the gross rent you receive and the expenses which you incur in the course of the letting.

It is, quite naturally, the expenses in which most people are interested. Broadly, expenses which can be deducted from gross rents for tax purposes are the running expenses of letting the property. The most common of these are:

Rates and rent paid; upkeep of furniture; cost of maintenance and repairs to both property and fixtures and fittings; cost of providing services to the tenants; insurance premiums on the structure and contents; agents' fees in connection with the letting; management expenses.

Furniture

Expenses which are not admissible are broadly those which are either of a capital or a personal nature. A short article like this is not the place for a full discussion of what these terms cover, but some common examples of expenses which the inspector will not normally allow are:

Additions to or alterations to the property; legal expenses and/or compensation paid to obtain possession of the property for your own occupation; rent paid for property occupied at the new station.

One point on which there is considerable confusion concerns the wear and tear of furniture. The cost of keeping the furniture in the let property in good order is an allowable expense, but it may be that in any particular year no actual expense is incurred. It may even be that throughout the whole period of the letting no such expense is necessary.

So you may be interested to know that instead of claiming a deduction for the actual cost of

repairs or renewals of furniture you can elect to have a fixed allowance each year of 10 per cent. of the gross rent received (after the deduction of the rates if you continue to pay them yourself).

This allowance is intended to cover all expenditure arising from normal wear and tear of the furniture, including carpets, curtains, linen, crockery and cutlery, and by claiming it you forego the right to an allowance for any actual expenditure on renewals of these items.

Another point which causes many problems is that of travelling expenses from the new station to the let property for "management purposes." It must be said immediately that the Inland Revenue consider that in law these expenses are not allowable.

The inspector does, however, try to take a commonsense line and he will accept that there are occasions when you have to travel to a let property in order to protect your investment, for example if there were to be serious trouble with the tenant.

If necessary

Generally, therefore, you will find that although the inspector will insist that travelling expenses are not strictly allowable, he is prepared to give some allowance provided the amount of the claim is not too high and he is satisfied that the trip was strictly necessary for the purpose of the letting.

He is particularly interested in the economics of the situation and you will have some difficulty in

convincing him that a trip from outside the U.K., for instance, was strictly necessary solely for purposes connected with the letting.

Equally, you are likely to lose his sympathy if it is apparent that the deduction for tax is being claimed for the cost of the trip not wholly connected with the letting — for example, where a holiday is being taken at the same time.

If you make a loss on the letting, this loss can be carried forward for set-off against any profits from lettings in the next or subsequent years. It cannot be set-off against your liability to tax on other income.

This article has to be of a fairly general nature. If you have a particular problem on which it does not assist, your best course is to contact the Inspector of Public Departments 4. His telephone number is 0222 753271 and the address is Ty Glas, Llansihen, Cardiff, CF4 5YD.

There is a helpful form SS49 available on which you can set out your own calculation of your income and expenses. If you are contemplating letting for the first time it is worthwhile asking the inspector for a copy.

Re-housing families: new plan

A new deal for Service wives living in married quarters when their marriages break up is being sought by Plymouth Drake M.P. Miss Janet Fookes, who says she is reporting the present situation to the Equal Opportunities Commission as alleged discrimination against women.

She says the wives could be put out on the street on the say-so of their husbands and the ease and speed at which this could occur is nothing less than "horrifying."

Miss Fookes has been told by MOD that the Ministry must establish its right to repossess a quarter once a husband's marital status changes and he has moved out.

In practice a considerable period was usually allowed to elapse once this had been done, during which the family was given every assistance by local service and civilian staffs in searching for alternative accommodation.

Some local housing authorities would not act to re-house families until evidence of the Ministry's intention to repossess was forthcoming.

MOD and the Department of the Environment were considering a scheme to avoid the distress which eviction caused, and local authorities would be asked to accept a certificate of impending homelessness as evidence of the Ministry's intention.

Big parade

More than 750 visitors, including parents and families from all over the country, went to H.M.S. Figsard to see the largest passing-in parade there since 1974.

Three-hundred young men joining the Royal Navy as artificer apprentices paraded at ceremonial divisions.

KELLY COLLEGE TAVISTOCK

Founded by Admiral Kelly in 1877

Public School (H.M.C.) for Boys and Vllth Form Girls

Scholarships (inc. R.N. Scholarships) of up to £1,200 per annum. Leaving Exhibitions to Oxford and Cambridge.

Apply the Headmaster, Kelly College, Tavistock, Devon for prospectus.



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£106.00 after 1 year
£113.50 after 2 years
£122.50 after 3 years
£134.00 after 4 years

£100, for instance, grows fast in National Savings Certificates. This growth is equivalent to a compound annual interest rate of 7.59% over the full 4 years. And the interest is tax-free with nothing to declare. You invest in £5 units, up to a maximum of £3,000. Buy them at your post office or bank, or ask your Pay Officer or F.P.O.

NATIONAL SAVINGS CERTIFICATES
14th ISSUE.

Issued by the Department for National Savings

Voting: Attestation rule under scrutiny

Noises are still being heard from a number of places on the highly-charged topic of wives as Service voters and the success rate of the new arrangement under which forms are sent direct to wives from ships and establishments remains to be assessed.

Meanwhile, it is clear that there is no question of any new legislation being introduced in Parliament which could affect the 1979 register.

An undertaking has, however, been given to consider whether anything can be done in due course to introduce changes in the attestation procedure and in the designation of Service voters on the register.

ON TARGET



When WOII Brian Davison left Gibraltar in the autumn, the Rock said goodbye to the last Royal Marine based there permanently.

WO Davison spent 21 months in Gib. in charge of internal security platoons and small arms training, and as assistant married quarters officer. Before he left to join 40 Commando he gave a small arms demonstration to his son.

Shipwreck! On a family occasion, sailors, wives and children, and Wrens lined the foreshore of H.M.S. Rooke to cheer on competitors in this year's Rooke regatta.

It was fun in the sun with events like shipwrecked raft races, single and double sculls, war canoes, slippery pole, an underwater swim and children's races.



Happy sequel to emergency duty

At the time of the firemen's protracted strike last Christmas, many tributes were paid to the work of Servicemen, including thousands from the Royal Navy and Royal Marines, who carried out temporary fire-fighting duties in cities, towns and country districts throughout the U.K.

While the public undoubtedly felt a sense of deep gratitude and expressed it in all sorts of ways, the proprietor of a holiday village in North Devon who was heartened by the attitude and efforts of the Servicemen decided that he would make a tribute token of his thanks by offering free holiday accommodation to a representative selection of the Servicemen involved, together with their families.

"We were sincerely grateful for what these men did throughout the country and I thought I would like to try to recognise it," said Mr. John Fowler, who runs holiday establishments in Devon and Cornwall and is himself a former merchant seaman.

He wrote to the MOD offering free holiday accommodation for 100 Servicemen and their

FIREMEN'S HOLIDAY

families, a number which he later kindly increased to 120. A representative allocation was made as fairly as possible among the three Services taking a whole range of factors into account, and the Navy and R.M. share came out at about 30.

In the early part of October the families went to the John Fowler Holiday village at Ilfracombe, where they lived in self-catering holiday bungalows, swam in the heated swimming pool, and

were able to use the social accommodation. Included was a wine and cheese party and some coach trips in the surrounding area, and the weather proved kind on many days.

"We treated them as bona fide guests," said Mr. Fowler "and we had a wide mixture of ranks and rates."

As pictures arriving in the Navy News office showed, there was plenty of enjoyment both for parents and the children who accompanied them.



Enjoying their stay at the Ilfracombe holiday village are LSTD Ted Lewis (H.M.S. Dryad) and his wife Sharon (with a member of the village staff completing the picture).

Pictures: M. W. Pitt, R.N. air station Yeovilton.



Happy families: Just a few of the naval guests who had a good holiday as an unexpected outcome of the firemen's strike. The picture includes CPO Anthony Wood (H.M.S. Daedalus) and his wife Pamela, and Mechanician George Kirkwood (H.M.S. Excellent) and his wife Denise. In the picture, too, are members of their families, and Mr. Lionel Bowley, of John Fowler Holidays.

It's a 'home from home'

The Salvation Army's Red Shield House at Portland which many sailors have found a real "home from home", now has new comfort following a £50,000 "facelift."

The building is used as an accommodation "overspill" by H.M.S. Osprey, and many men visiting Portland stay there temporarily.

"We like to think we can create a home atmosphere here," said the Salvation Army officer-in-charge, Lieut Ian MacDonald. He and his wife Rita jointly control the House, which has been fully modernised and furnished.

Recent visitors have included the Flag Officer Sea Training (Rear-Admiral G. I. Pritchard) and the captain of H.M.S. Osprey (Capt. C. J. Isacke).

Cheque rule change should please this lady

It's always nice to be able to tell a lady she's going to get what she wants — and that's the situation over our last month's "Check up on cheques" item.

A naval wife from Helensburgh had voiced the niggles that when she paid by cheque at a Naafi supermarket she was embarrassed by being asked to put her husband's name, rank, Service number, ship and address on the back. And this despite the fact that she had a £50 cheque card.

Naafi confirmed that this was true and explained the thinking behind the rules which were drawn up when the situation was somewhat different. They also said that several other approaches had been made on this score and that they were reviewing the situation.

Well, a change has swiftly materialised and they have now issued some new rules on cheques, one of which says, "When ten-

dering a cheque please ensure that it bears the customer's name and current address on the reverse unless supported by a banker's cheque card or Barclaycard."

This means, of course, that provided you have a banker's card there is no need to put your name

'on the reverse. And if you haven't (and Naafi very fairly point out that many Service people still do not), an entitled customer (wives included) who has signed the cheque can put his or her own name on the back.

Looks like a sensible solution.

THIRTY YEARS IN WELFARE WORK

A Chief Wren remembered as friend and helper by many naval families, particularly in South Wales and the Midlands, has said farewell on

retiring as one of the longest-serving members of the WRNS.

Chief Wren Elizabeth David retired at the end of October after 35 years service, 30 of them spent in welfare work. For the past 20 years she has been in charge of the Cardiff Welfare office.

When members of the staff of Western Region of the Naval Personal and Family Service met at Plymouth, the Commodore of H.M.S. Drake (Commodore J. H. Carlill) presented her with an inscribed salver on behalf of NPFS staff.

During the war Chief Wren David, who holds the B.E.M., worked at Bletchley Park on the breaking of German and Japanese codes.

● Chief Wren Welfare Worker Elizabeth David holds her presentation gift.



THANKS FOR SYMPATHY

Joseph Peter Gray, JNAM1, son of Flight Sgt and Mrs. J. Gray and brother of Andrea. Tragically killed on Wednesday August 30 on the A30 near Salisbury.

Flight Sgt. and Mrs. Gray thank all the friends and relatives who gave them strength to pull through their grief, and the padre,

officers and ratings of R.N.A.S. Yeovilton, who helped them at this tragic time. Thanks also for the support given by the CO and staff of DNBCC, Winterbourne Gunner.

Without all their help, the pain would not have been bearable.



Fancy seeing you here!

When H.M.S. Ark Royal visited Gibraltar, there were a number of family reunions, including one between LA Pete Halfpenny, now on his third spell in the Ark, and his sister-in-law, PO Wren Steward Jasmin Payne, of H.M.S. Rooke.

On the Rock, too, to complete a family occasion was Pete's wife — and Jasmin's sister — Lyn, who had flown there for a holiday. Lyn is a former leading Wren steward.

Picture: LA(Phot) Colin Morgan.

HEVERSHAM GRAMMAR SCHOOL Milnthorpe, Cumbria

Voluntary Aided Boarding / Day Grammar School for boys aged 11-18 years situated on edge of Lake District but London only 3½ hours by train. High academic record with entry by 11+ or similar test but facilities also available for the less academic. As Heversham is a maintained school the only fees payable are boarding fees (at present £720 per year). For school prospectus please write to Headmaster or phone Milnthorpe 3377.

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(100 in the Sixth Form)

Junior School ages
7 to 11 — 160

Entrance tests and scholarship examinations will be held in February for entry in September 1979. 4 academic scholarships will be offered to those over 10.6 and under 12 on the 1st September 1979 also 2 further boarding scholarships may be offered to those of preparatory school leaving age.

Auditions will be held at the same time for the school's specialist music scheme. Those who show outstanding ability have increasingly gained financial help from local education authorities; the school will be able to offer help for at least 2 places.

Write to the Head Master for further details.



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GET WISE ON DCIs

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Their cup runneth over . . .

Anyone who has been on a journey lately, and bought a hot drink, will be fascinated to hear that naval personnel travelling on duty in the United Kingdom, and who cannot be provided with a hot drink from Service sources, may be paid an allowance of 12.5p, to enable them to buy a beverage from commercial sources.

The allowance is admissible only when the personnel have been provided with a packed main meal in lieu of a main meal provided in mess.

As the Americans would say, the cutest part of the announcement is that "the allowance may be issued to the person in charge of the party, who is to arrange for the purchase of drinks en route, and refund any unexpended balance."

As an additional act of generosity, another 12.5p will be available for a second hot drink "where the total journey exceeds ten hours."

The regulation forms part of the latest issue of daily messing rates in H.M. ships.
DCI (RN) 606

★ Careers aid

A home-town billet for three months is possible for R.N. and W.R.N.S. junior ratings of any branch or category, and Royal Marines, who volunteer to assist the R.N. and R.M. Careers Service during 1979.

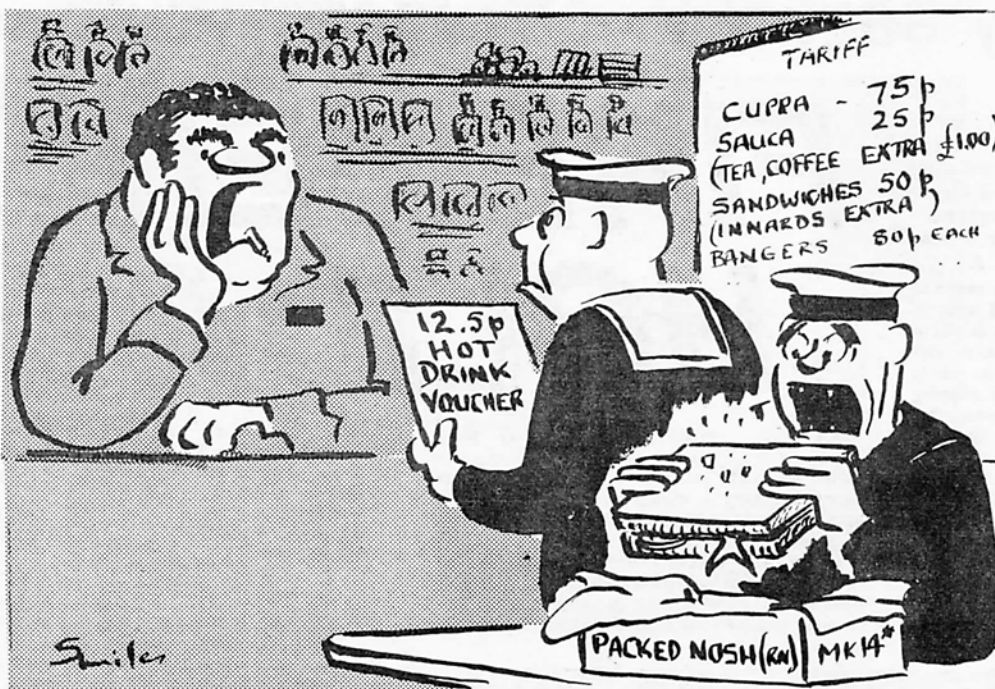
They will attend schools, exhibitions, shows and the like, and must be "of good personal quality and likely to give a favourable impression of the Service."

DCI (RN) 596

★ New address

The Directorate of Quartering (Navy) has moved from the Empress State Building to the Old War Office Building.

DCI (RN) J 588



"For 12½p you'll be lucky if you get a slap across the face with a wet dish-cloth, mate!"

★ Pensions

Personnel contributing towards half-rate widows' pensions, in respect of reckonable service before April 1, 1973, may be permitted to increase the rate of contributions if they so desire, thus reducing the period of payment (though not to less than five years overall).

The monthly contribution may not exceed 1.25 per cent. of the individual's annual rate of basic military salary.

DCI (RN) J 589

MEDICAL RE-SHUFFLE

The Defence Medical Services Co-ordinating Committee, set up in 1973, is being replaced by a Defence Medical Services Executive (DMSE), "to provide greater centralized control where this is needed, and in the interests of achieving more effective and economical use of resources."

Two further new bodies, the Defence Services Dental Board (DSDB) and Defence Services Nursing Board

(DSNB) have also been set up to be responsible to the DMSE for development and co-ordination of matters in the dental and nursing fields respectively.

A new Directorate of Medical Policy and Plans (D Med P and P), with a two-star medical officer as director, has been formed to provide support for the DMSE.

DCI (RN) J 586

Volunteer to make money . . .

How to spend a fortnight making extra money, without any opportunity at all of spending, is explained in an announcement calling for volunteers for scientific studies at the Institute of Naval Medicine, Alverstoke, Gosport.

The investigations, which are conducted in a simulated naval environment "in a large and unique human isolation facility," are concerned primarily with the effects on mental and physical performance, and on physiological processes, of varying atmospheric and thermal conditions and differing work and watch-keeping schedules.

The results help in the setting of environmental standards and the establishment of optimum work routines in naval operational and support situations.

Special allowances are payable, and there are no food and accommodation charges.
DCI (RN) 608

★ Briefly . . .

"Cut the paper — write less!" is a Ministry of Defence reminder to staff, urging that written material should always be presented as briefly as possible to those who have a need to know.

Setting the example, the announcement is confined to six lines.

DCI (RN) J 587

'At Ease' sweat shirts are beautifully made leisure wear in fleecy-lined 100% cotton material and are available with or without the hood and pockets. They come with your crest permanently printed on the left breast in white or dark blue depending on the shirt colour selected. To order, just indicate in the coupon below: preferred colour, size, type of sweat shirt (standard or hooded) and Naval Crest required. Please enclose the appropriate payment (cheque, money/postal order, cash).

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The sleeping bag, with its liner, has been developed to provide an acceptable alternative to traditional bedding in ships, especially where bunk making presents difficulties (for example in the Type 21 frigate).

It is fully washable, blue in colour, and has sides with

different thickness, together with two fully zipped edges, to cater for a wide range of climatic conditions. Two liners are provided.

To avoid fire risk, when the bags are not occupied they are always to be covered by whatever pattern of bunk cover is appropriate to the pattern of bunk concerned.

Initially, the supply of sleeping bags will be restricted to Type 21 frigates and certain other ships and submarines where their value will be on trial.

DCI (RN) 619

★ Arctic exped.

Chief Petty Officer S. R. Williams, of the Royal Naval air station, Portland, is to lead an expedition of 12 to Princess Marie Bay, Ellesmere Island, in the Canadian high Arctic. The plan is to leave the United Kingdom in late May, 1980, returning in early September.

Two of the party will be civilian scientists, the remainder being drawn from the three Services.

The aims of the expedition are to record fauna, make botanical and entomological collections, record sites of ancient Eskimo dwellings, make first ascents of mountains in the area, and make a photographic record.

Men of any rank or branch may apply to join the expedition. Although on duty throughout, they will have to make a personal contribution, as well as giving up a portion of annual leave.

DCI (RN) J 585

★ Ulster awards

Distinguished service in Northern Ireland has resulted in the following awards:—

M.B.E.: Lieut. Roland Stephen Grant, Royal Marines.

Queen's Gallantry Medal: Sergt. Michael Lawrence Snow and Corporal Ian Hutcheon, Royal Marines.

Mention in Dispatches: Lieut. Malcolm Llewellyn Jones, R.N., Sergt. Thomas Iddon, Sergt. David William Jex, Corporal Stephen Kenneth Rimmer, and Corporal Royston David Wright, Royal Marines.

DCI (RN) 595

★ Postal votes

A member of the Services, or the wife or husband of a member of the Services, who is registered as a Service voter, may apply for a postal vote when in the United Kingdom at the time of a parliamentary general election or by-election.

This application is to be made to the electoral registration officer of the district in which they are registered using form F/Vote/35 (Revised



"A Good Idea" is the title of a Ministry of Defence leaflet (part of which is illustrated here) which points out that inventions and suggestions for saving time, effort, and costs could be worth money — tax free. Encouragement is given to the submission of all kinds of suggestions for consideration by a Local Awards Committee, head of establishment or commanding officer.

DCI (RN) 623

1977). The forms are obtainable from units, ships and establishments.

DCI (RN) J 605

★ Task book

From March 1, 1980, completion of the MEM1 - LMEM task book (introduced as an aid to training) is to be compulsory for main stream and specially selected MEMs.

Ratings who are unable to complete the task book for reasons outside their control (such as service ashore) may be recommended to take the provisional examination at the discretion of their commanding officers.

DCI (RN) 597

★ Salvage

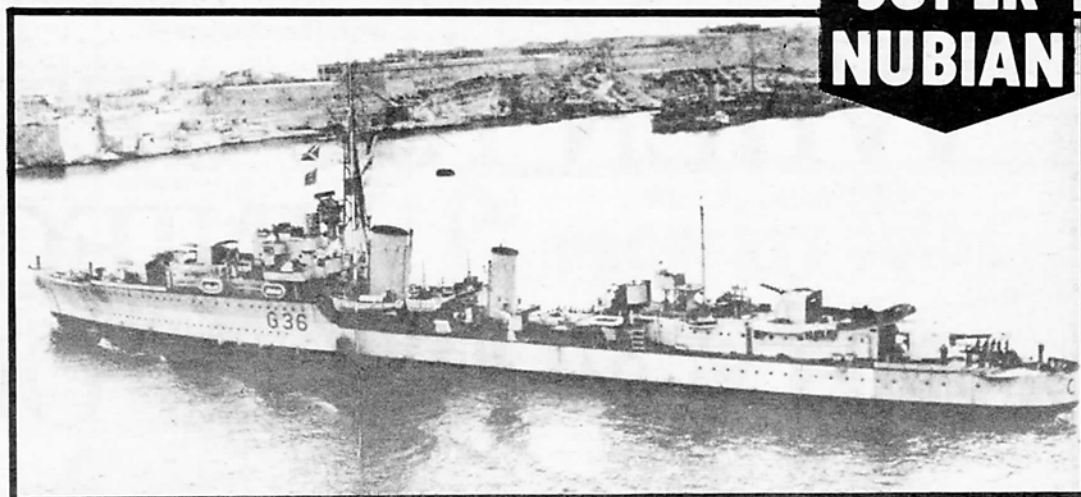
An award has been made to H.M.S. Wolverton for salvage services to the tug Kau Lung on October 6, 1976. The value of each share is £12.70.

DCI (RN) 609

ABOUT BOOKS

Still remembered as among the most handsome destroyers ever built, the British Tribals, 1935, feature in "Super Destroyers," by Antony Preston, a Conway Maritime Press "Warship Special" (price £2.50).

This picture showing H.M.S. Nubian leaving Malta in 1945 (A. & J. Pavia) is one of many illustrations in the booklet, which also includes descriptions of Italian, French, Japanese, United States, and German vessels.



**SUPER
NUBIAN**

Jack gives such good value

*"But this I learned from my mother—
A kiss of a Sea-man's worth two of
another."*

So at last the truth is out why "all the nice girls love a sailor," and the rhyming proof is to be found in "The Puffin Book of Salt Sea Verse," compiled by Charles Causley.

Mr. Causley, a Cornishman, has spent most of his life on or near the sea, including years of the Second World War as a rating in the Royal Navy.

His collection of poems ranges from the Ancient Greeks to music-hall ditties and modern works.

Many an old matelot will remember the seaweed song of Fred Earle:

*"It tells you if it's going to rain,
Or if it's going to snow,
In fact it tells you everything,
Just what you want to know."*

Guzz folk will be interested to read of "The Mermaid of Zennor," who lived in this parish renowned for its fine singers.

She fell in love with a choirman who sang so beautifully that she took to attending church dressed as a fine lady, but true to her type she inveigled him into the sea and they were never seen again.

Just a tale, of course — but in the village church a 15th Century bench-end has a carving of a mermaid with a comb and mirror. Some ancient craftsman perhaps preferred to believe in fairies and the like.

The Puffin book repeats the question asked down the centuries:

*"What is it makes a man follow the sea?
'Ask me another' says Billy Magee
'Maybe it's liquor and maybe it's love —
'Maybe it's likin' to be on the move! ..."*

Though the question is one to which no answer is possible, this book of verse helps to portray the fascination, fear and mystery of the sea.

Up-to-date sailing survey

On the subject of sailing and the sea, nobody knows it all, so the title "The Complete Yachtsman — a Cruising Manual" by Bobby Schenk, who is well-known in Germany as a leading ocean traveller, may seem an exaggeration.

However, even if the amateur sailor goes on learning all his life, there is much to be gained by reading the experiences of others.

Mr. Schenk's painstaking and exhaustive survey is right up to date by including advice on electronics, radio, and latest navigational methods.

Publishers are Macdonald and Jane's (price £7.95).

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If you would like a chat with one of our police careers advisers, why not give us a ring on 01-725 4237.



THE METROPOLITAN POLICE

New Coventry set to commission

The First Sea Lord, Admiral Sir Terence Lewin, and Lady Lewin, who visited H.M.S. Coventry during the final stages of her completion at Cammell Lairds (shipbuilders) at Birkenhead, will be the principal guests when the Type 42 destroyer commissions at Portsmouth on November 10.

The Coventry, pictured here entering Portsmouth on October 20 before being accepted by the Royal Navy, was launched by Lady Lewin in June, 1974.

Commanded by Capt. C.P.O. Burne, the

Coventry is the fifth Royal Navy ship to bear the name of the Midland city.

● H.M.S. Broadsword, first of the Type 22 frigates, is due to be commissioned on May 3, 1979, at Devonport.

Anyone who served in the last Broadsword and who would like to attend should apply to the Commanding Officer, H.M.S. Broadsword, c/o Yarrow (Shipbuilders), Ltd., Scotstoun, Glasgow, G14 0XN.

Total numbers are limited and invitations will be issued on a "first come" basis.

Picture: CPO (Phot) Tony Wilson



JUST THE TICKET!

Dolphin Wrens save £600

Wrens of H.M.S. Dolphin gave up their spare time for two weeks to staple together 100,000 raffle tickets into 20,000 books to be sold in aid of the Submarine Memorial Museum and H.M.S. Alliance Appeal.

The volunteers saved the Appeal Fund £600, which is being considered as part of the Wrens' donation.

Pausing from their work (right) for Wren Sim's picture are, from left to right, Second Officer Jane Hughes, PO Wren Carol Allen, Wren Mary Curley, LWren Jan Redfearn and RPO Wren Chris Pridmore.

Eight submariners from Dolphin — Lieut. Bird, CREA Heathman, REMN Clark, CEA Richards, CEA Cox, REA Taylor, CREA Le-Guilcher and RMÉCH Coles — walked 57 miles around the Isle of Wight to raise £300 for the Appeal.

There are walks and walks — as eight members of the naval detachment serving in the R.F.A. Engadine found out when they undertook to walk the Pennine Way in aid of various charities.

What they had not bargained on was the weather... it rained non-stop. Visibility at times was down to 50 yards but they covered the 272 miles in 11½ days — a half day ahead of target.

The walkers were Joe Degnara, Mick Prescott, Ivan Griffen, Dave Barnes, Taff Betambo, Colin Hole, Trevor Sewry and Davey Norris.



HELPING HANDS

Twenty-five members of H.M.S. Resolution's starboard crew enjoyed better weather. They walked 25 miles to raise £150 for Mugdock Children's Home, Glasgow, and the H.M.S. Alliance Submarine Memorial Appeal. Their scenic route took them through the Ardgarten Forest, to Corran Lochan and across country to Lochgoilhead.

Three Wrens from H.M.S. Collingwood took part in a sponsored walk in aid of the N.S.P.C.C. held in the Collingwood Sports Field and raised £45 of the total £355 collected.

A combined weight loss of 40lb. raised £40 for the Bishopmill Old People's Home near Lossiemouth

in a sponsored swim by CK Robbie Ware and REM Ben Carter of 849 Squadron B Flight, H.M.S. Ark Royal.

Members of the ship's company of H.M.S. Hydra raised £600 during their last visit to the Persian Gulf for the Spina Bifida Rehabilitation Unit and the School of Queen Mary's Hospital, Carshalton, Surrey. Members of the ship's company visited the hospital and presented gifts to the children before the Hydra returned to the Gulf.

Volunteers from H.M.S. Centurion spent a week-end at Dedham Autistic School, Sussex, erecting a wooden building to house a swimming pool filtration unit, redecorating the resident girls' sitting room and bathroom, renovating an incinerator, cutting the grass and tidying up the recreation areas.

PROMOTIONS

Authorisation for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:—

REGULATING BRANCH

To MA — D. Woods (St Angelo), S. A. Richardson (Pembroke).

WEAPONS ENGINEERING

To COEL — R. A. Daniel (Dolphin), B. Powell (Dolphin).

MARINE ENGINEERING

To CMEM — P. A. Taylor (Daedalus). To ACMEA(H) — P. J. Crump (Apollo). To ACME(M)(P) — G. B. Heppenstall (Osprey), A. Fowler (Nortfolk). To ACMEA(P) — P. L. Illingworth (Dev. FMB), D. W. E. Watson (Alacrity), J. F. Turrey (Olympus), J. M. Silva (Scylla), N. B. Stefanie (Blake).

MEDICAL

To CMT — G. W. Rothwell (Haslar), A. M. Browne (Plymouth).

The following promotions on the Special Duties List have been approved with effect from October 1, 1978, subject to medical fitness:

Seaman: To lieutenant-commander — G. M. Bull, W. H. Sanders, D. E. Gaymer-Darham, W. E. Barton, P. C. Morton, T. W. Pusey, E. M. Dowzer.

Engineering: To lieutenant-commander — F. D. E. Richards, J. D. Budden, W. Wilson, M. E. F. Bromley, C. G. F. Goodman, B. A. Callen, M. J. Marsh, J. W. Hicks, T. Collingswood.

Supply and Secretariat: To lieutenant-commander — T. Richardson, S. C. Wadman, C. P. Watson.

Medical Services: To lieutenant-commander — S. Redford.

ROYAL MARINES

Provisionally selected for promotion to captain to date April 1, 1979: T. M. Barron, P. J. Higginson, G. B. Eggleston.

W.R.N.S.

Provisionally selected for promotion to chief officer to date April 1, 1979 — P. M. Williams.

The following promotions have been approved with effect from October 1, 1978.

To first officer — J. J. Wray Bliss, K. M. Martin. To second officer — A. Robbins, V. J. Waters, M. H. B. Sampson, L. Button, M. E. J. Hoath, A. E. Cronin, E. I. Morris, E. H. Morgan, C. A. Cartwright, G. M. Barge, S. M. Walker, P. J. Nichol, L. J. Reader.

APPOINTMENTS

Rear-Admiral J. D. E. Fieldhouse, whose promotion to vice-admiral from April 1 this year is announced, is to be Controller of the Navy in January in succession to Admiral Sir Richard Clayton.

As reported last month, Admiral Clayton is to be Commander-in-Chief Naval Home Command next March.

Vice-Admiral Fieldhouse has commanded H.M. submarine Dreadnought, and his later appointments have included command of the Tenth Submarine Squadron and Commodore of the

Standing Naval Force Atlantic.

He was Flag Officer Second Flotilla before becoming Flag Officer Submarines and Commander Submarines East Atlantic in November, 1976.

Other appointments recently announced include:

Capt. B. G. Young, As Chief of Staff to F.O.N.A.C. November 27 (To serve as commodore).

Capt. J. M. Tait, Cleopatra in command and as Capt. F4, November 10.

Capt. M. F. Parry, Antrim in command, March 27.

Capt. D. B. Nolan, Saker in command and as Chief Staff Officer to CBNS Washington and as Asst Naval Attache Washington, October 27, 1978.

Capt. J. P. Gunning, Kent in command, March 9.

Capt. P. R. H. Collinson, Collingwood in command, March 14.

Capt. G. D. O. Randle, As Naval Deputy to UKNMR(SHAPE) and as commanding officer R.N. Element SHAPE, April 6.

Cdr. T. G. Maltby, Charybdis April 12 and in command.

Cdr. J. E. Dykes, Euryalus in command, April 24.

Cdr. C. L. L. Quarrie, Falmouth in command, February 26.

Cdr. D. M. Jeffreys, Aurora May 15 and in command.

Cdr. M. H. Farr, Revenge (Port) in command, February 15.

Cdr. J. D. McPatrie, Arrow in command, April 5.

Lieut-Cdr R. de F. Browne, Fawn in command, February 26.

Lieut-Cdr. B. R. Nicolle, Shoulton February 20 and in command.

Lieut-Cdr. P. R. Anderson, Otus January 9 and in command.

Lieut. G. Fenwick, Aveley in command, October 17, 1978.

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Boys proceed to the Services or Merchant Navy although the development of character and self-reliance is equally suited to civilian life. One year at the school qualifies for remission of six months sea service for M.N. certificates. Boys of good health and character may enrol at 13 or 14 for entry at 14 or 15 years respectively.



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NEWSVIEW

Hard graft and no slick answers

With sea pollution from a wrecked oil tanker once more making national headlines, the Royal Navy has again been in the thick of it.

These incidents round our coasts now come with a depressing regularity, and usually the Navy is swiftly drawn into the picture.

It is not long since the Eleni V drama and, by coincidence, this edition reports as a sequel to the affair the award to naval personnel of commendations for initiative, expertise and courage in implementing an explosive solution to that particular problem.

In these incidents the Navy and associated organisations assist in a number of ways — communications, rescue work and transport to name just three.

No doubt great thought is being devoted to what is, of course, a world-wide problem, with a whole range of remedies being used or considered, including detergents, booms, and sinkings — not to mention prevention. But each incident, depending on where it occurs and other circumstances, appears to present its own peculiar problems and there seems no easy or universal solution.

Clearly, techniques will be refined by practice. Meanwhile, the only certainty is that more incidents will occur, with the Navy no doubt speeding to the scene by ship and aircraft. No glamour job, to be sure, but one which will be tackled with all the resource and enthusiasm at its command.

Deserves success

As a housing scheme with a new approach, the "Save-as-you-rent" plan outlined on our front page will arouse wide interest among Navy married quarters tenants, particularly the younger ones.

There is quite a long path to be followed before all details are thrashed out and the scheme is finally accepted. But the advantages look powerful and many couples will agree on the wisdom of having something to show for their money rather than see all the hard-earned cash they have paid for accommodation disappear for ever.

On its progress towards reality the scheme will have plenty of well-wishers. For sheer novelty and as one more option and asset in the Service's housing repertoire it deserves to succeed.

Should there be a single man's charter?

The "married v single" debate has produced readers' letters from which opinions have been co-ordinated into the following article:

Society today is much more complex than when "married" or "single" was the only acceptable definition of status.

Changes brought about by increasing divorce, and by "living together" as a result both of marriage breakdown and a different approach to responsibilities, form a challenge to the Royal Navy's basic approach in assessing allowances.

In official terms, "it has always been accepted that the married man has a positive need for additional benefits over and above his Military Salary, because the personal and emotional demands upon him and his family are greater than on the single man."

Today, the "single man" status has to include the divorced man (perhaps with a mortgage and children to support), and the "husband" who has a partner and children without the formality of a marriage certificate.

Who could argue that there is any difference

in "personal and emotional demands" between married, divorced, and "common law"?

Undoubtedly, for the Royal Navy to depart from adherence to a code no longer demanded by society as a whole, would nevertheless bring in train a whole new series of problems, which could only be fully resolved by complete withdrawal of Service interest in a man's personal affairs.

It would seem reasonable enough to say, "Pay the rate for the job and let every man make his own personal arrangements," but to extricate the Service from a maze of separation pay, travel warrant differentials, food charges and the like would be a monumental task — probably involving loss as well as gain.

From the official side there are, of course, arguments which tend to be ignored in demands for a single man's charter.

For instance, the burning point about a married man's extra travel warrants brings the Service reply that after a man has gone up the aisle, he does not cease to visit his mum and dad — and in fact finds himself with another couple of

parents on the visiting list. There are, of course, many "single" men with similar commitments.

The Service takes the view that married men do not pay accommodation charges because they support their wives and children, and would normally live with them when not separated for Service reasons. It is considered that they would already be paying for accommodation, and should not be expected to pay twice.

This reasoning seems sound enough, but one "customer" reply is "O.K., but why not rule that ALL personnel owning or renting private accommodation should not pay accommodation charges to the Ministry of Defence?"

This aspect of the controversy is associated with the grievance that single men cannot take advantage of the scheme for an advance of pay to assist in house purchase.

Encouraging

On that score, however, Navy News has been given the encouraging information that the idea of single senior rates being able to join the assisted house-purchase arrangements is "under consideration."

The plea for "paying only for the meals you take" brings the official explanation that a pay-as-you-dine trial was carried out some time ago, but was not a success. All personnel serving ashore (it is pointed out) have the opportunity to elect to live out, and thereby not incur food charges. Any meals taken when checked OUT are paid for at the casual meals rate, whether a man is single or married.

A final official contribution to the debate states: "Claims for improvements in benefits for single men, over and above their pay and X factor are always considered alongside those of married men."

However true this is, it is unlikely to soothe the single men. It is difficult to deny that if the Military Salary means anything at all, there should be comparability with civilian jobs and equality between man and man.

To scythe away the complexities and anomalies of food and accommodation charges, travel warrants, separation pay, and assisted house purchase would be a daunting task. But the single men do seem to feel that their case is worthy of a long and close new look — and especially is there call to see what can be done for single men with "marital" or family commitments which put them on a par with the officially wed.

The spirit of the Tot...



When the Tot Fund came up with £8,250 for a seagoing launch, the combined angling clubs of H.M.S. Heron and H.M.S. Osprey responded by selecting the apt name of "Navy Neaters," so showing the spirit of the fund. The launch, dedicated by the Rev. Peter Hudson in H.M.S. Osprey, will operate from Portland harbour.

The last farewell

Right — H.M.S. Ark Royal sails from Gibraltar for the last time with her commissioning pennant flying high. The Ark left the Rock on October 2, after a week-long farewell visit.

Picture: L.A.(Phot) Colin Watmore.

Below: Farewell was very much in the minds of these singers in the Ark's upper hangar. About 2,000 voices joined in for a recording of "The Last Farewell," to be released by the B.B.C. before Christmas.



New Ark record to be released

In the best tradition of show biz, H.M.S. Ark Royal's latest production has a cast of thousands. It is a record entitled "The Last Farewell," sung by

the audience of 2,000 during a concert in the Ark's upper hangar.

The record is expected to be released by the B.B.C. before Christmas.

At the end of September, after 35 days at sea, the Ark arrived at Gibraltar for her last visit to the Rock.

For seven days the ship's company increased the native population by ten per cent., 251 men completed a Top of the Rock race — won by CPO Joe Clare of 809 Naval Air Squadron — and the Royal Marines Band raised £1,000 for charity with a superb concert in St Michael's Cave.

VIP VISITORS

After taking part in Exercise Display Determination and receiving visits from NATO chiefs, three Italian Members of Parliament, and the Commander-in-Chief Fleet, Admiral Sir Henry Leach, the Ark steamed for Naples where she spent five days.

Athens was due to be the Ark's first port of call in November, followed by a last call on Malta starting on November 6. Many families and friends were booked to fly to the island to join the ship's company for this visit.

ROYAL VISITOR

A number of Very Important People have visited H.M.S. Ark Royal in recent weeks, most notably the Queen Mother. She spent four hours in the Ark just a few days after the departure of a less welcome lady.

Hurricane Flossie pounded the Ark for a few days in mid-September, but had fled in good time for the Queen Mother's helicopter visit.

Before heading back to the Mediterranean, the Ark was visited by the Chaplain of the Fleet, the Venerable Archdeacon Basil O'Ferrall, and three Members of Parliament, Mr. Michael Brotherton, Mr. John Stanley and Mr. Spencer Le Marchant.

NEWSBOY'S VISIT

Britain's "Newsboy of the Year" paid the ship a visit at Gibraltar. Seventeen-year-old Neil Bradshaw's prize included a holiday on the Rock, and while there he and his family were shown over the carrier, and presented with a framed photograph of the ship by the commanding officer, Capt. E. R. Anson.

Another visitor to the Ark at Gibraltar was the Chief Naval Supply and Secretariat Officer, Rear-Admiral T. H. Bradbury.

The worst . . .

Lieut.-Cdr. William Allen (below) and STD Steven Hunter, winners of the Ark's best and worst beard competitions. The judges are FMAA Robertson, AB Ginger Ashton and Lieut.-Cdr. Andrew Craig.

Picture: LA(Phot) Steven Pratt.

. . . and the best!



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LEADING A DOUBLE LIFE WITH THE GOLDEN 'R'



To the bored, the blasé, the totally self-interested, spare time strictly for pleasure — a vocation not shared by more than a few men and women of the Royal Naval Reserve. The majority of the time sailors and Wrens train to spare time for naval service.

For Reservists it has been a year. It marked the 75th anniversary on June 30, 1903, of the formation of the Naval Volunteer Reserve, which merged with the R.N.R. in 1958, signifying further changes to come.

These changes, outlined in last Navy News, will largely affect the control of R.N.R. ships at sea and at a time when Reservists, who

Hunting and diving

Right: A buoyant practice mine estimated to be 20 years old is successfully raised to the surface by members of the London Division R.N.R. aboard the minesweeper H.M.S. Kestrel, during an R.N.R. Fortex. Taking part in the exercise were the minesweeper H.M.S. Kestrel (Forth Division), the minesweeper H.M.S. Repton (Tyne Division), and H.M.S. Upton (Cardiff Division).

The two weeks spent at sea provided valuable hunting experience and allowed diving teams from London and Forth Divisions the opportunity to carry out their role in minehunting diving.

R.N.R. ships diversify their role on completing an Ordnance conversion course.

R.N.R. ships, excluding those named above, are the patrol craft Sandpiper and Petrel and the sweepers Crofton, Hodgeson, Laleston and Alfriston.

Left: Top, chartwork; centre, an electrician carries out maintenance; bottom, a communications rating on duty.





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mine countermeasures vessels and two patrol vessels, look forward to receiving two commercial stern trawlers being adapted for the minesweeping role.

But the R.N.R.'s history — one of contraction and expansion — should ensure that, whatever the future, they will weather it. In 1939, the R.N.V.R. had a strength of 1,000 officers and 7,000 men. By 1945, 80 per cent. of all officers afloat held R.N.V.R. commissions, commanding destroyers, submarines, minesweepers, escort vessels and coastal force craft.

Today's Reservists, the majority of whom are civilians, can be quickly mobilised in the event of war for seagoing or shore duties. Some are ex-service or are drawn from those who earn their living at sea, such as officers of the Merchant Navy.

Some volunteer because of love of the sea and ships and enjoy mastering naval skills. Others join for patriotic reasons or to share their leisure hours with those of their own age and interests.

Training for men is directed towards service at sea, with special emphasis on minesweeping duties. The Women's Royal Naval Reserve primarily train for shore duties.

The training is a spare-time activity, undertaken in the evenings or at week-ends. There is also a period of 14 days' obligatory annual training. All Reservists train for a particular task after completing general naval training.

In its seagoing role the R.N.R. contributes to Britain's mine countermeasures force; supplies crews for ships which would be

taken up from commerce in time of war; and provides naval training for officers of the Merchant Navy.

Ashore, Reservists are responsible for naval control of merchant shipping in time of war and for providing officers and ratings for NATO and naval shore bases.

The Medical branch provides surgical teams for service at sea, or with the Royal Marine Commandos. And the Postal branch is the nucleus of a Fleet Mail organization capable of rapid expansion.

For those who join, the R.N.R. offers membership of a naval fraternity with a proud tradition. It offers too the opportunity to don uniform after a day in office, school, bank, factory, surgery and lead — as it were — a double life.

Above left: A rating from H.M.S. Eagle, headquarters ship at the Mersey Division R.N.R., signals from H.M.S. Crofton during exercises off the Isle of Wight.

Above: Checking stern gland temperatures in a mine countermeasures vessel.

Pictures: LA (Phot) Bob Dales.

Below: At sea with the R.N.R.

How it ticks

Reservists are organised into 11 divisions throughout the U.K., each with a training centre and headquarters. Associated with the divisions are inland training centres which specialise in naval communications and train in other skills as well.

The R.N.R. also has seven headquarters units based at naval shore headquarters where naval and NATO sea exercises are controlled and planned.

The Royal Naval Reserve has a tradition of service dating back to 1859, when a Reserve force was formed of men of the Mercantile Marine. The R.N.V.R. came into being 75 years ago.

The modern R.N.R. is an amalgamation of the former R.N.R. and R.N.V.R. On January 1, 1976, the Women's Royal Naval Reserve became fully integrated with the men's service.

Today the only distinguishing mark between the Reservist and his fellow officer in the Royal Navy is a small golden "R" on each sleeve or epaulette.



PEOPLE IN THE NEWS



Straightening a soldier's hat is more of a task than straightening a sailor's, as Second Officer MARGARET SHILLITO found out.

Margaret was invited to parade training with the Caterham-based Coldstream Guards, after they had heard about Margaret marching with her division of sailors in H.M.S. Sultan. She is catering officer

Margaret's straight stretch

in Sultan, and takes up a new appointment at RNC Greenwich as Deputy Mess Manager later this month.



When a Dutch naval aircraft ditched off the West Coast of Scotland, LA(Phot) DAVID BURNIE was on hand to catch the moment when the crew of 14 were rescued. A photographer assigned to 819 Naval Air Squadron at Prestwick, he was on board one of the rescuing Sea King helicopters.

Three of his pictures appeared on the front page of The Scotsman the next morning, and to mark their appreciation of David's work the newspaper presented him with a copper replica of the page.



WRO2 JEAN JONES, a recent recruit to the WRNR at Exeter, shows how easy it is to disarm a somewhat large Royal Marine! Jean, with a little help from Cpl Marcantonio (R.M. Poole), was taking part in an unarmed combat display at St Leonard's Hospital, Ringwood, near Poole. Jean, who is married to Cpl. DAVID JONES of the Royal Marines, at present serving in H.M.S. Fearless, spent two years in the WRAC before her marriage. The couple have two children.

Mr. KEVIN CAFFREY, representing the R.N. Store Dept, Cope-nacre, put up a good performance at the national finals of the 1978 Driver of the Year competition to finish 16th out of 36 county champions in the articulated vehicle class. A member of the Depot's motor transport pool, Kevin reached the finals by becoming Wiltshire champion.

Admiral afloat!



Admiral afloat! The Commander-in-Chief Fleet, Admiral Sir HENRY LEACH carries out dinghy drills in R.N. air station Yeovilton before embarking in H.M.S. Ark Royal. While at Yeovilton for the various safety equipment drills, Admiral Leach had two flights in a Lynx helicopter of 702 Squadron.

Picture: PO(Phot) Peter Holdgate.



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PEN-PALS ...

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected—but only if they have been stamped.

Details of the applicants are as follows:—

Jane (16), 5ft. 5in., blonde hair, blue eyes, Birmingham.
Sylvia (39), divorced, 5ft. 7in., brunette, brown eyes, Southampton.
Sue (27), divorced, 5ft. 1in., brown hair, blue eyes, three sons, Bournemouth.
Ann (19), single, 5ft. 2in., brown hair, hazel eyes, Walton-on-Thames.
Joan (48), single, 5ft. 4in., brown hair, grey eyes, Dagenham, Essex.

Margaret (19), single, 5ft. 3in., brown hair, blue-grey eyes, Hull.
Susan (27), single, 5ft. 2in., brown hair, brown eyes, Glasgow.
Janet (16), 5ft. 6in., fair hair, brown eyes, Hunstanton, Norfolk.
Lynne (30), divorced, 5ft. 4in., brown hair, brown eyes, two children, Tunbridge Wells.
Donna (16), 5ft. 3in., brown hair, blue eyes, Orpington.
Irene (23), single, 5ft. 7in., black hair, brown eyes, Sheffield.
Lynne (16), 5ft. 5in., brown hair, hazel eyes, Ellesmere Port.
Elaine (15), 5ft. 3in., brown hair, brown eyes, Liverpool.
Margaret (46), separated, 5ft. 6in., brown hair, brown eyes, Saltburn, Cleveland.
Miss S (23), single, 5ft. 5in., brown hair, Luton, Beds.
Wendy (29), single, 5ft. 3in., blonde hair, Liverpool.
Veronica (29), single, 5ft. 2in., brown hair, hazel eyes, Barnard Castle.
Elizabeth (17), single, 5ft. 4in., brown hair, grey-green eyes, London.
Julie (16), 5ft. 6in., blonde hair, blue eyes, Middlesex.
Gail (27), divorced, 5ft. 3in., black hair, brown eyes, one daughter (9), Swansea.
Marilyn (22), single, 5ft. 3in., brown hair, blue eyes, Bude, Cornwall.

Mary (38), divorced, 5ft. 1in., brown hair, blue eyes, one son (11), Nuneaton.
Sarah (21), single, 5ft. 4in., blonde hair, grey eyes, Windsor, Berks.
Carol (16), 5ft. 4in., fair hair, blue eyes, Gourock, Renfrewshire.
Denise (23), single, 5ft. 3in., brown hair, blue eyes, Bradford.
Molly (46), widow, 5ft. 3in., auburn hair, green eyes, Aldershot.
Anne (15), brown hair, blue eyes, Kirkinliloch.
Rhonda (17), single, fair hair, blue eyes, Nantwich.
Dianne (39), divorced, 5ft. 8in., brown hair, brown eyes, Banbury.
Linda (21), single, brown hair, brown eyes, Edgware, Middx.
Barbara (36), divorced, 5ft. 4in., fair hair, blue eyes, twin daughters (10), Plymouth.
Helen (20), single, 5ft. 3in., blonde hair, blue eyes, Portsmouth.
Mary (20), single, 5ft. 6in., blonde hair, brown eyes, Portsmouth.
Debbie (16), 5ft. 4in., blonde hair, blue eyes, L. Wilbraham, Cambs.
Susan (24), single, 5ft. 3in., blonde hair, blue eyes, Birmingham.
Susan (23), single, 5ft. 6in., brown hair, blue eyes, Barnstable.
Roseanne (25), single, 5ft. 5in., brown hair, green eyes, Barnstable.

Janet (15), 5ft. 1in., brown hair, green eyes, Swanmore, Hants.
Linda (27), divorced, 5ft. 4in., brown hair, hazel eyes, Cullompton.
Dee (21), single, 5ft. 2in., brown hair, green eyes, Cambridge.
Ann (37), widow, 5ft., brown hair, hazel eyes, Hemel Hempstead.
Narys (22), single, 5ft. 1in., brown hair, Colwyn Bay.
Karon (18), single, 5ft. 4in., brown hair, hazel eyes, Watford, Herts.
Donna (15), 5ft. 6in., brown hair, green eyes, Hemel Hempstead.
Yvonne (15), 4ft. 11in., black hair, blue eyes, Newcastle-on-Tyne.
Maureen (34), divorced, 5ft. 6in., blonde hair, two children, London.
Kay (20), single, 5ft. 2in., brown hair, brown eyes, Selston, Notts.
Mandy (18), single, 5ft. 3in., brown hair, blue eyes, Doncaster.
Elizabeth (44), divorced, 5ft. 7in., brown hair, blue eyes, Plymouth.
Liz (23), single, 5ft. 2in., brown hair, blue eyes, Frome.
Tina (16), 5ft. 4in., brown hair, blue eyes, Frome.
Sue (23), single, 5ft. 10in., brown hair, blue eyes, Frome.

PEOPLE IN THE NEWS



Susan samples fashion world

When SUSAN MORGAN has just spent the sort of week-end that many teenage girls dream about — as a top fashion model in London. A Wren Air Mechanic attached to 771 Squadron at R.N. air station Culdrose, Susan entered a "cover girl" competition in a teenage fashion magazine and was chosen as one of the finalists.

Booked into a top hotel, she was photographed after experts had done her hair and make-up. Sue was also taken to see the film "Grease", and went on a riverboat trip complete with dinner and disco. Winner of the competition will appear on the front cover of the January edition of Look Now magazine.



Serving together in H.M.S. Daedalus for a short time are Lieut. ERIC BEATS (centre) and his twin sons, JEREMY (top) and NIGEL, who have just celebrated their 21st birthdays. Eric, himself a twin, is the Training Planning Officer in the Air Engineering School in Daedalus. Nigel is halfway through his REA(A) apprenticeship, and Jeremy is on course to qualify as an LREM(A).

Cdr. JOHN BINGEMAN, chairman of Portsmouth Command Sub-Aqua Club, is pictured (left) with artefacts salvaged from the 44-gun H.M.S. Assurance, which sank off the Needle Rock, Isle of Wight in 1753. Objects recovered include pieces of eight worth £40 each, cannonballs, part of a grinding stone, and a belaying pin. In the background of the photograph is the club's 35-year-old launch, MFV 119, which took part in the D-Day landings and has been rejuvenated by the club since it was taken over in March. Cdr. Bingeman, a project manager in Portsmouth Dockyard, hopes to lead another expedition on the wreck next year.

Picture: LA(Phot) Gordon Ford



TOP PHOT TONY!

This charming presentation picture has won for CPO (Phot) TONY WILSON (inset) The News Trophy for the second year in succession. The trophy is awarded for the best Press and public relations entry in the annual Professional Print Competition organized by the Southern Region of the Institute of Incorporated Photographers.

Described by the judge as an excellent picture from a normally mundane subject, CPO Wilson's photograph captures a moment of joy as Naval Nurse BRYANIE SHACKELL receives a prize from the Matron-in-Chief QARNNS, Miss PATRICIA GOULD, at a passing out ceremony in R.N. hospital Haslar.



Wren SUE PLATT (with the cap) and Wren JILL BEDBOROUGH were among a party of Wrens from Headquarters, Allied Naval Forces Southern Europe, who spent a day at sea in the U.S.S. John F. Kennedy. Both girls are recent arrivals in Naples and are pictured here trying the hot seat of a Grumman Tomcat.

Picture: PO(Phot) Les Warr

... PEN-PALS

Sue (26), single, 5ft. 4in., brown hair, blue eyes, Croydon.
Karen (18), single, 5ft. 11in., brown hair, brown eyes, Sheffield.
Julie (25), single, 5ft. 3in., blonde hair, blue eyes, Littlehampton.
Dawn (22), single, 5ft. 6in., auburn hair, blue eyes, London.
Jackie (18), single, 5ft. 11in., blonde hair, brown eyes, Littlehampton.
Anne (16), 5ft. 6in., brown hair, brown eyes, Wealdstone, Mddx.
June (39), divorced, 5ft. 3in., dark hair, brown eyes, Wealdstone, Mddx.
Susan (18), single, 5ft. 3in., brown hair, green eyes, Wolverhampton.
Heather (16), 5ft. 9in., brown hair, green eyes, Burton-on-Trent.
Sharon (20), single, 5ft. 5in., brown hair, hazel eyes, Birmingham.
Linda (32), divorced, 5ft. 2in., brown hair, blue eyes, one child (12), Leamington Spa.
Julie (16), 5ft. 5in., brown hair, blue eyes, Templecombe, Somerset.
Pat (24), single, 5ft. 5in., brown hair, blue eyes, Manchester.
Nicky (17), single, 5ft. 4in., blonde hair, blue eyes, Tiverton, Devon.
Lorraine (15), 5ft. 4in., brown hair, brown eyes, Cowes, Isle of Wight.
Frances (17), single, 5ft. 3in., brown hair, blue eyes, Cowes, Isle of Wight.

Joan (24), single, 5ft. 1in., fair hair, blue eyes, Torquay.
Caroline (23), single, 5ft. 2in., blonde hair, blue eyes, Torquay.
Carol (27), single, 5ft. 6in., brown hair, hazel eyes, Birmingham.
Christine (25), single, 5ft. 5in., fair hair, brown eyes, Stevenage, Herts.
Ava (19), single, 5ft. 3in., black hair, brown eyes, Machen, Gwent.
Denise (20), single, 5ft. 3in., auburn hair, green eyes, Telford, Salop.
Lorraine (18), single, 5ft. 10in., fair hair, blue eyes, Swindon.
Eileen (16), 5ft. 3in., brown hair, brown eyes, Portsmouth.
Glenda (28), single, 5ft. 6in., dark hair, green eyes, Nuneaton.
Claire-Marie (29), single, 5ft. 5in., black hair, brown eyes, London.
Carol (30), divorced, 5ft. 2in., brown hair, blue eyes, Portsmouth.
Julie (23), single, 5ft. 5in., brown hair, blue eyes, Portsmouth.
Jill (17), single, 5ft. 1in., brown hair, hazel eyes, Tiverton.
Vanessa (15), 4ft. 8in., fair hair, blue-grey eyes, Bordon, Hants.
Sylvia (37), divorced, fair hair, hazel eyes, two sons, Hampton, Mddx.
Wendy (16), 5ft. 4in., blonde hair, blue eyes, Hull.

Jane (22), single, 5ft. 1in., brown hair, blue eyes, Cheshunt, Herts.
Helen (27), divorced, 5ft. 5in., fair hair, blue eyes, two children, Hemel Hempstead.
Debbie (18), single, 5ft. 3in., brown hair, blue eyes, Milton Keynes.
Mary (18), single, 5ft. 6in., brown hair, green eyes, Milton Keynes.
Susan (26), single, 5ft. 2in., brown hair, brown eyes, Halifax.
Pauline (19), single, 5ft. 4in., brown hair, blue eyes, London.
Evelyn (18), single, 5ft. 5in., blonde hair, blue eyes, Switzerland.
Miss S (16), 5ft. 5in., brown hair, hazel eyes, London.
Ann (39), divorced, 5ft. 6in., brown hair, hazel eyes, three children, Wick, Calthness.
Audrey (34), separated, 5ft. 3in., brunette, brown eyes, London.
Judith (25), divorced, 5ft. 3in., red hair, hazel eyes, one son, Portsmouth.
Diane (21), single, 5ft. 2in., brown hair, hazel eyes, Guildford.
Denise (19), single, 5ft. 2in., fair hair, green eyes, Hull.
Kelly (21), single, blonde hair, blue eyes, Hull.
Jean (35), divorced, 5ft. 4in., fair hair, brown eyes, one son (10), Portsmouth.
Dawn (42), divorced, 5ft. 2in., brown hair, blue eyes, one son (9), Portsmouth.

Gill (16), 5ft. 5in., blonde hair, blue eyes, Northallerton, Yorks.
Maria (17), single, 5ft. 2in., black hair, blue eyes, North Watford.
Gill (19), single, 5ft. 4in., brown hair, brown eyes, Exeter.
Marleen (16), 4ft. 11in., brown hair, brown eyes, Blyth, Northumberland.
Linda (18), 5ft. 6in., blonde hair, blue eyes, Bedlington, Northumberland.
Lynn (28), divorced, 5ft. 2in., brown hair, blue eyes, two children, Portsmouth.
Shelia (21), divorced, 5ft. 3in., brown hair, hazel eyes, one son (4), Manchester.
Tina (17), single, 5ft. 6in., blonde hair, blue eyes, London.
Catherine (30), divorced, 5ft. 4in., blonde hair, blue eyes, four children, Blyth.
Christina (18), single, 5ft. 10in., brown hair, Auchinleck, Ayrshire.
Nicola (15), 5ft. 2in., brown hair, brown eyes, High Wycombe.
Anita (29), divorce pending, 5ft. 3in., brown hair, brown eyes, two daughters, Bournemouth.
Michelle (16), 5ft. 3in., brown hair, green eyes, London.
Sue (24), single, 5ft. 1in., blonde hair, blue eyes, Henley-on-Thames.
Susan (16), 5ft. 6in., brown hair, hazel eyes, East Molesey, Surrey.

Jane (36), single, dark hair, grey eyes, Marrow-in-Furness.
Beverley (21), single, 5ft. 4in., brown hair, blue eyes, Littlehampton.
Debbie (17), single, fair hair, blue eyes, Harefield, Mddx.
Jane (16), 5ft. 6in., brown hair, brown eyes, Northallerton, Yorks.
Henrietta (17), single, 5ft. 6in., brown hair, brown eyes, Tipton, W. Midlands.
Julie (21), single, 5ft. 7in., brown hair, blue-green eyes, West Bromwich.
Gillian (17), single, 5ft. 2in., brown hair, brown eyes, Wembley.
Diane (28), single, 5ft. 9in., brown hair, grey-green eyes, Birmingham.
Carolynn (20), single, 5ft. 4in., blonde hair, blue eyes, Bognor Regis.
Pam (20), single, 5ft. 2in., brown hair, hazel eyes, Henley-on-Thames.
June (35), single, 5ft. 4in., brown hair, hazel eyes, Derby.
Tina (20), single, 5ft. 8in., blonde hair, green eyes, Margate.
Karen (16), 5ft. 8in., auburn hair, brown eyes, Plymouth.
Judith (17), single, blonde hair, blue eyes, Carisbrooke, Isle of Wight.
Shirley (32), divorced, 5ft. 2in., brown hair, brown eyes, three children, Launceston.
Tina (17), single, 5ft. 2in., blonde hair, blue eyes, Birmingham.

Karen (17), single, 5ft. 6in., brown hair, blue eyes, Sherborne, Dorset.
Diana (33), divorced, 5ft. 8in., brown hair, blue eyes, two sons, Plymouth.
Gwen (51), single, 4ft. 11in., brown hair, blue eyes, Hampton, Mddx.
Katherine (21), single, 5ft. 1in., blonde hair, blue eyes, Camberley, Surrey.
Ann (20), single, 5ft. 4in., black hair, Bishops Cleeve, Herts.
Debbie (17), single, 5ft. 5in., brown hair, green eyes, Harrow Weald.
Leigh (15), 5ft. 3in., brown hair, brown eyes, Leasowe, Merseyside.
Joan (26), single, 5ft. 5in., dark hair, brown eyes, one daughter (3), Eastbourne.
Claire (17), single, 5ft. 2in., brown hair, blue eyes, Windsor, Berks.
Pam (23), single, 5ft. 7in., brown hair, blue eyes, London.
Ann (24), single, 5ft. 5in., fair hair, blue-green eyes, Twickenham.
Lynnette (16), 5ft. 2in., brown hair, brown eyes, Penzance.
Jan (16), 5ft. 4in., fair hair, blue eyes, New Romney, Kent.
Christine (15), 5ft. 6in., brown hair, blue eyes, Moffat, Dumfriesshire.
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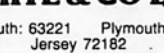
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A routine check on a Spanish fishing boat found within British limits turned into a tasty encounter for H.M.S. Ardent.

Happily the boarding party found all "in order" and the skipper in a generous mood. His gift was carried to the galley (left) by LCK Veasey, AB(R) Leeming and POCK Beckinsale and emerged a few hours later as a delicious fresh fish meal for everyone.

When H.M.S. Dolphin hosted an open fishing competition to raise money for the Alliance Memorial Appeal, more than 70 anglers competed from all over the South of England — including PO Jan Beere, of H.M.S. Daedalus (right) whose small contribution was returned to the sea without weighing-in!

Two teams from H.M.S. Osprey took all the major prizes, REM Lawrence claiming the heaviest fish — a bass of over 6lb. — and Lieut. Fall the heaviest bag.



Picture: CPO(Phot) Ben Cartwright.

The popular Navy pops back to Sweden ...

Gothenburg must be unique in having a pop song specifically dedicated to a Royal Navy visit. It became nationally famous in post-war Sweden and was revived for the visit of the Sixth Frigate Squadron to the city this autumn.

The song — "The English Navy has been sighted passing Vinga Lighthouse" — contains the words, "Oh boy, Oh boy, Oh boy, a thousand British sailors that we are going to have fun with."

H.M. ships Sirius, Eskimo, Ardent and Yarmouth were paying the first major Royal Navy visit for over three years and the song's theme of rapturous reception by the local population was

certainly fulfilled for the ships' companies of over 1,000.

'SAILOR'

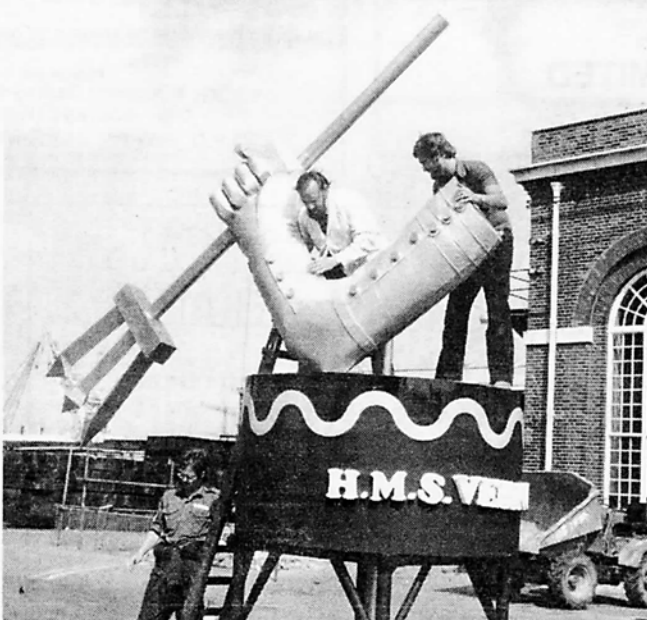
The strongly pro-British and pro-Royal Navy feeling in Sweden has been boosted by the showing on television of "Sailor" and "The Onedin Line," one of the stars of which, Howard Lang, a former R.N. gunnery officer, was invited on board the Sirius by the Captain

Sixth Frigate Squadron (Capt. M. Tudor-Craig).

The ships' visit coincided with the arrival of a new Consul-General, Mr. R. Ford, and the formal events thus had a dual purpose.

Symbolic

H.M.S. Vernon's "strong arm" is out in the open. They kept it up their sleeve — sorry, on their crest — until Howard Rose and Derek Slape of Portsmouth Graphic Pool brought it to life for use as a training and display identity symbol. Made of lightweight card covered with weatherproof fibreglass, the armoured arm poised to attack wields a weapon which in an establishment specialising in mine warfare must look as harmless as a toasting fork.



POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (Int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during September.

Extracts of WRNS advancement rosters are given when an examination is required to qualify for the higher rates. WRNS ratings in the MT, Education and Quarters Assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW/RS(W)) — Int (7.12.76), Nil; LS(EW/LRO(W)) — Dry, 3; PO(M) — Int

(25.7.77); 1; LS(M) — Dry, 13; PO(R) — Int (28.4.77); 3; LS(R) — Dry, 17; PO(S) — Dry, 2; LS(S) — Dry, 13; PO(D) — Dry, Nil; LS(D) — Dry, 4; PO(MW) — 183, Nil; LS(MW) — Dry, 3; PO(SR) — Int (15.5.78), Nil; LS(SR) — Dry, 4; POPT — 193, 1; RPO — 259, 1; RS — 250, 5; LRO(G) — Dry, 17; CY — 241, Nil; LRO(T) — Int (15.3.77), 5; PO(S/SM) — Dry, 2; LS(S/SM) — Dry, 9; RS(SM) — 154, 2; LRO(SM) — Dry, Nil; PO(UW/SM) — Int (15.3.77), Nil; LS(UW/SM) — Dry, Nil.

Cook hero of Whaley blaze

A rating saved another's life in a blaze which destroyed the Whaley Club at H.M.S. Excellent on October 12.

CK Kevin McGrath, of H.M.S. Coventry, smashed a ground-floor window and dragged EM(AW) John d'Costa to safety. McGrath received 17 stitches in an arm but d'Costa was not seriously hurt.

Prompt action by Excellent fire parties helped to prevent the blaze spreading beyond the ground floor of a three-storey building before civilian firemen arrived.

A board of inquiry was later held to investigate the all-night blaze.

NAVY NEWS IN BRIEF

H.M.S. Eagle, launched in 1946 and paid off in 1972, was towed from her Plymouth mooring last month to a breaker's yard on the Clyde. In recent years she has been used as a source of spares for H.M.S. Ark Royal.

After five years in commission and 80,000 miles on the clock, H.M.S. Bristol completed her first Atlantic crossing when she arrived at Bermuda at the start of two months in the West Atlantic.

On his way to Australia the Chief of Defence Staff, Marshal of the Royal Air Force Sir Neil Cameron, visited Diego Garcia and met the 25 members of the Royal Naval Party 1002, commanded by Lieut.-Cdr. John Martin.

The "1776 Again" challenge trophy was won by the Royal Navy dinghy team from Clyde Submarine Base who beat their American opponents from Holy Lock at the annual regatta at Faslane.

H.M.S. Collingwood was host to the amphibious command ship U.S.S. Mount Whitney during the ship's visit to Portsmouth October 5-9.

The last two reserve aircraft — Phantoms — of 892 Squadron, H.M.S. Ark Royal, have left R.N. air station Yeovilton for conversion to the air defence variant with the Royal Air Force.

In a hotly-contested series for the NATO Cricket League title played at Naples, the Isobars team from Navsouth won the title by two points. The winners — members of Command Meteorological and Oceanographic Centre and R.A.F. Police — were presented with prizes by Vice-Admiral Sir Roderick Macdonald.

... and calls at Cadiz

For the first time for many years two Royal Navy vessels called at the Andalusian city of Cadiz in September.

H.M.S. Hydra, with Rear-Admiral David Haslam, Hydrographer of the Navy, embarked, and H.M.S. Fawn spent four days in the port while en route to the Persian Gulf.

During the visit, the intention of which was primarily to foster relations between the Hydrographic Services of the two navies, many formal calls were exchanged, but there was also the opportunity for the ships' companies to enjoy some of the recreational facilities for which Spain is famous.

Apart from the traditional bullfight, the sailors were able to visit the heart of the sherry-producing area at Jerez de la Frontera.

With H.M.S. Ashanti in Portsmouth carrying out gunnery preparations, her Royal Marines detachment embarked in Hydra for the visit to Cadiz, where they

provided a ceremonial guard for the visit of Admiral Vincente Alberto Llores, the Spanish Captain General, to the Hydra.

In company with H.M. ships Fawn and Herald, the Hydra sailed for Malta, where the R.M. detachment was disembarked for military training under the wing of 41 Commando Company Group, returning to the U.K. by air on September 27.

Tribute at Trafalgar

When H.M.Y. Britannia passed Cape Trafalgar on Sunday, October 22, a memorial service was held on the Upper Deck and the Flag Officer Royal Yachts (Rear-Admiral Hugh Janion) cast a wreath in the sea in memory of Lord Nelson and others who fell at Trafalgar.

The Britannia was returning to the U.K. from the Mediterranean, where she took part in Exercise Display Determination as commodore of a military convoy.

Opossum day

Twelve schoolchildren had a day at sea in the submarine H.M.S. Opossum — the prize for winning a competition, organised by the First Submarine Squadron at H.M.S. Dolphin, which attracted more than 1,000 entries.

OBITUARIES

J. Gardner, CEM1, H.M.S. Neptune, September 17.
M. Simon, Mid. R.N. air station Yeovilton, September 21.
P. W. Forsyth, AB(M), H.M.S. Blake, October 14.

D. J. Beckley, Cdr. R.N. (ret'd.). He won DSO and DSC as World War II submarine captain. Died in Canberra, Australia, August 24.
W. J. Knight, Ex-AA1 with 22 years Service. Left R.N. 1966. Died October 21.

CHARYBDIS RETURNS

Guernsey visit for memorial week-end

For the first time in several years, H.M.S. Charybdis was able to attend the annual memorial week-end held in Guernsey for the last ship of the name.

The cruiser Charybdis was sunk by E-boats in the English Channel on the night of October 23, 1943, and strong tides swept the bodies of about 20 of the 500 victims ashore on Guernsey. In defiance of German martial law, thousands of islanders attended the burial service in an extraordinary demonstration of loyalty to Britain.

Since the war the island has celebrated the event each year during "Charybdis Week-end," and the Royal Navy has always provided a guardship, a guard, a mourning party, and the Royal Marines Band of Flag Officer Plymouth.

Only rarely has the present H.M.S. Charybdis been able to attend, but this year was an exception. The frigate took members of the Charybdis Association, the R.M. band and the Naval Air Command soccer team to Guernsey, stopping on the way for a wreath-laying ceremony at the position of the sinking.

The memorial parade and wreath-laying ceremony at Foulon Cemetery was attended by hundreds of islanders, including the Governor, Vice-Admiral Sir John Martin. Commodore J. F. Lawson, a former commanding officer of the Charybdis, represented Flag Officer Plymouth.



The guard from H.M.S. Charybdis leads the memorial parade through St Peter Port from the Arsenal to Guernsey's Foulon Cemetery, where sailors from the last Charybdis are buried.

Mr. Popkin gets his gratuity 32 years late

Red tape is not always as red as painted. Not according to Mr. Arthur David Evan Popkin, an ex-Lieut. (E) in the R.N.V.R. (1931-46) who has been awarded a service gratuity — 32 years overdue.

On leaving the R.N.V.R. Mr. Popkin had qualified for a medal and a gratuity. The medal arrived, but through some omission, the gratuity was never paid. Nor did Mr. Popkin submit any claim.

In the spring of this year, papers to substantiate the claim and a letter went to the Director General of Defence Accounts.

There was no red tape. The letter was promptly sent to the Commander-in-Chief Naval Home Command, who promptly sent it to Ministry of Defence, who promptly wrote to Mr. Popkin to say a gratuity of £60 would be paid . . . promptly.

After 32 years, Mr. Popkin was pleased to obtain this welcome addition to his old age pension.

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Ton-up M.P.

Mr. Neville Trotter M.P. for Tynemouth, achieved his 100th flight in a Service aircraft when he flew in the rear gunner's cockpit of a Swordfish aircraft, part of the Fleet Air Arm Historic Flight, at R.N. air station, Yeovilton.

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Wear commission church window

One could spend a month of Sundays reading books but uncover more of history by walking into a church such as St Peter's, Monkwearmouth, in Sunderland.

Those who attended last year's R.N.A. conference church parade at St Peter's may recall some of its grandeur and its stark Saxon beauty.

Founded in 674 A.D. by the Northumbrian nobleman, Benedict Biscop, St Peter's is one of the most important sites in early Christian history in this country.

Here, lived and worked the Venerable Bede, the greatest English scholar for many centuries. Here, and in the nearby monastery of Yarrow, lived monks

whose scholarship and devotion were famed throughout Europe.

Shipmates of Wear have the privilege of using part of St Peter's as an R.N.A. chapel. To express their appreciation, they have commissioned a stained-glass window for the church, which will soon be fitted.

BADGE

The window consists of five motifs on plain white glass, showing Noah's ark, the ship of the church, the R.N.A. badge, the pilgrim's shell and an abstract of the last verse of "Eternal Father, strong to save."

Designed by Mr. Evetts in keeping with the style of the other windows, it will serve as a fitting reminder of the Royal Naval Association.



'Orrible 'appenings at Wells

Dirty work at the crossroads when shipmates of Wells branch broke with tradition and held a "Crossing the Line" ceremony on land — at a Round Table fete.

King Neptune (right) seems indifferent to the 'orrible 'appenings (centre), as victim, Shipmate Joan Thorne (branch chairman) is "shaved" and "lathered" before being thrown to the bears.

But the baddies in due course get their come-uppance and are brought before the King and charged with various "crimes."

The ceremony, which featured ex-Wren Shipmates, provided great entertainment for 300 spectators.

Picture: LA(Phot) D. Titchener.

Pembroke House plea

As anyone who has to rely on public transport will confirm, it is sometimes quicker to walk than to wait for a bus.

The retired naval and Royal Marines patients living at Pembroke House, who travel 15 miles to Maidstone Hospital for treatment, do not have this option.

They rely entirely on public transport. And those in wheelchairs must rely on taxis to get them to hospital and back.

With costs continuously going up, transport uncertain, and hospital queues excessively long, this is putting an intolerable strain on them and on their limited resources.

Generous

To help solve the transport problem, No 2, 5 and 6 Areas have set up a Pembroke House Ambulance Fund and appeal to all shipmates to help their own and give generous support.

It is hoped that a six- to seven-seater ambulance, with stretcher space, similar to that provided for the Star and Garter Home, will become a reality for patients at Pembroke House. The estimated cost is between £5,000 and £6,000.

Cheques and postal orders

BRANCH NEWS

crossed Ambulance Fund will be gratefully received. For further information contact J. G. McDermott, No. 2 Area Secretary, 27 Essella Road, Ashford, Kent, Tel: 0233-31725, or No. 5 Area Secretary, R. Maiden, Braintree Branch Headquarters, St Peter's Walk, Bocking, Braintree, Essex, or No. 6 Area Secretary, R. Wells, 73, Oakridge Road, Basingstoke, Hants.

Shipmates of Wallsend do not rely on public transport or postal service to bring news of the dedication of their new branch standard. Shipmate Ron Foulkes dropped into Navy News to report an impressive dedication service with an attendance of at least 400 at St Luke's church and 20 standards paraded. Shipmate Foulkes was south to help 400 members of the Submarine Old Comrades Association hold a memorable reunion at H.M.S. Dolphin.

September 30 was a Red Letter Day at Derby. Among great rejoicing, their new club at 119,

£6,000 ambulance need

Green Lane was officially opened by Rear-Admiral D. W. Haslam, Hydrographer of the Navy.

Fine weather was the order of the day for the dedication of North Manchester standard. An impressive array of medals glistened in the sun worn by shipmates from the city, their "chummy ships" from Grimsby, and representatives of ex-service organisations, including the Royal British Legion.

Swinging

Social life continues with a swing at Wallasey with visits to the Edinburgh Tattoo and the Royal Air Force Sergeants' Mess at Turnhouse, proving very enjoyable.

The Tattoo also attracted a party of 47 from Wigston which included Shipmate Brian Truman and family of Bournemouth and three members of the ship's company of H.M.Y. Britannia. Members also attended a buffet dance and cabaret given by Leicestershire Submarine Old Comrades and plans are underway for a visit to H.M.S. Dolphin.

It has been a lively time too, for members from Kidderminster who are indebted to Portsmouth shipmates for hospitality received. It seems there were some heavy heads too after a dance at the Nautical Club, Birmingham — but no regrets.

Happy

All in all it was a month of social activities with many occasions for celebrating. Members of Stoke-on-Trent ensured the 90th birthday of Shipmate Tom Bloor, a former PO, was a happy one. Tom felt comparatively young, with 93-year-old ex-submariner, Jack Hess, present to pour the rum.

Wolverhampton were also on the social round and sent thanks to Stone and Leamington for hospitality received.

To round off there was news of the Diamond Wedding celebration of former PO John Grindley, life member of the Royal Naval Division, wounded in Gallipoli, 1915, and now a hale and hearty 85-year-old.

CALLING OLD SHIPMATES

Mr. H. Spencer, "White Rose," 6, Hillside Avenue, Worlingham, North Beccles, Suffolk, NR34 7AH, former PO Stoker H.M.S. Woodpecker and H.M.S. Lark, would like to hear from any of his old shipmates, in particular junior stoker Jan Yates, from St Austell, Cornwall.

Mr. H. W. Goddard, 22, Denewood Crescent, Billborough Estate, Nottingham, served H.M.S. Laburnum, 1930-32 North and South Islands, New Zealand, also South Sea Islands group, wishes to contact old shipmates and those who served in H.M.S. Diomedes and H.M.S. Dunedin, New Zealand station.

Mr. M. E. Tutt, 9 Derby Road, Maidstone, Kent, ME15 7JA is anxious to get in touch with officers and ratings of H.M.S. Protector who served under Capt. S. Sandford, with view to holding a reunion in 1979.

Mr. I. A. Hale, "High Gables," Gloucester Street, Wotton-under-Edge, Glos., joined H.M.S. Victorious, Portsmouth, May 1963, wishes to get a copy of the commissioning book. Can anyone help?

Mr. R. Sandford, 20, Grafton Road, Reffley, Kings Lynn, Norfolk, has some excellent colour photographs of ships' crests depicted on the Dry Dock Wall at Simonstown. Those dated include H.M. ships Cornwall, Hermes,

Rotherham, Jaguar, undated, H.M. ships, Dorsetshire, Ceres, Dalrymple, Birmingham. Available 35p to cover print and postage.

Mr. C. Green, 3 Addy Crescent, South Elmsall, Pontefract, Yorks, wishes to obtain H.M.S. Zephyr cap tally, will pay costs.

OBITUARIES

Shipmate J. Cousins, Wallasey Branch, died after a long illness, July 6.

Shipmate D. Minton, ex-Fleet Air Arm, former secretary and founder member Kidderminster Branch.

Shipmate Jack Edwards, ex-ERA submariner, member of Irlam and Cadishead Branch, died July 18.

Shipmate Kevin Higham, founder member Leyland Branch, ex-Fleet Air Arm, retired 1976, died October 4, aged 44.

Shipmate Dennis Holder, Thetford Branch, last ship H.M.S. Ark Royal, killed motor-cycle accident August 2, aged 28.

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DRYAD'S SEA NYMPH



Sea Nymph of Southwick, H.M.S. Dryad's new yacht, provides a stark contrast between old and new, large and small, as she glides past H.M.S. Bulwark, now being refitted in Portsmouth Dockyard.

The yacht, a replacement for Dryad's Planet, was named by Lady Williams, wife of Admiral Sir David Williams, Commander-in-Chief Naval Home Command, at a ceremony at Whale Island Sailing Centre, Portsmouth.

A Fastnet 34 high performance eight-berth

racing cruiser made of glass reinforced plastic by the Fareham firm of Atlanta Marine, the yacht was bought with funds from the Nuffield Trust, the yacht Replacement Fund, the Fleet Amenities Fund, the Sailor's Fund and the Dryad Welfare Fund.

Sea Nymph will be on public display as a Dryad exhibit in the centre pool at the Earl's Court Boat Show in January and available for charter next summer.

75 years on . . .

H.M.S. Nelson celebrated its 75th year as a Royal Naval Barracks with a ceremonial parade and symbolic re-entry by the ship's company (below).

The Barracks opened on September 30, 1903, and was named H.M.S. Victory to keep alive the name of Nelson's flagship. That changed in 1974 when the Barracks was re-named Nelson to end confusion with the famous wooden warship preserved nearby in Portsmouth Dockyard.

As the ship's company marched back into Nelson, the Commodore, Commodore P. I. F. Beeson, took the salute in front of the Lord Nelson figurehead just inside the main gate. Ceremonial divisions were then inspected by Flag Officer Portsmouth, Rear-Admiral W. J. Graham.

Guest of honour at a dinner to mark the anniversary was Vice-Admiral John Lea, Director General Naval Manpower and Training, who was Commodore of the Barracks when the name changed to Nelson.



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Frisco's hot welcome

GROUP SEVEN
DEPLOYMENT

Despite a protest "welcome" by small groups of I.R.A. sympathisers on the arrival in San Francisco of ships of the Group Seven Deployment, the sailors went on to win admiration from the local community.

Some reports told of a 500 dollar reward for any British

officer captured, painted green and returned to his ship, and anti-British messages were posted on some buses.

In the event, the visit proved a particularly valuable contribution to U.K. - U.S. relations in the area. Tribute was paid to the good humour and restraint of the sailors in turning aside what was described as the "contrived wrath" of the few demonstrators, and winning the hearts of ordinary citizens.

Taking part in the deployment are H.M. ships Blake, Birmingham, Hermione, Leander, Juno and Ambuscade, H.M. submarine Conqueror, and the R.F.A.s Tidespring, Green Rover, Stromness and Resurgent.

MARATHON

H.M.S. Blake's bicycle relay team completed a marathon 1,057-mile ride from Vancouver to San Francisco. The team camped out each night and completed the journey in eight days. Sponsorship money collected from the ships of the group deployment will be given to Alderton Old Folks Home, Hull.

PAINTING

The ship's company presented the town with a cheque towards the cost of a new community centre, while a local artist is to provide a painting of the ship for presentation later.

A Ton-class minesweeper, the Stubbington is commanded by Lieut.-Cdr. A. J. Bolingbroke and based with the Fishery Protection Squadron at Rosyth.

Marilyn's French 'leave'

Third Officer Marilyn Butterworth of the WRNR was given an "out of the ordinary" assignment during the NATO exercise Northern Wedding.

Marilyn, serving with H.M.S. Vivid, was attached to the French mine support vessel F.S. Loire as liaison officer. For two weeks she lived on board, alongside in Plymouth and at sea, assisting with the exchange of information between the French and Royal Navies.

Marilyn was the first woman to stay on board the ship. She was made very welcome and was able to confirm the ship's reputation for a high standard of cuisine.



San Francisco got the "thumbs up" from this group of sailors from H.M.S. Blake. In the background is the city's famous Golden Gate Bridge. In the group are CPO Rawlins, LWTRs Watson and Burks, LREM Colley, LA Broad, NAM Clayton, STD May, LCEM Millar, MEM Mearns, LSTD Whillock, WTR Skinn and MEM Boyle.

Picture: LA(Phot) Roger Glee.

Gurkha out of refit

H.M.S. Gurkha shook off the dust of an eight-month refit in Rosyth for a families' day and rededication ceremony in the naval base.

Guest of honour was Flag Officer Scotland and Northern Ireland, Vice-Admiral C. Rusby, and more than 300 friends and relatives gathered for the ceremony.

Much admired was a rededication cake baked by POCK Murdoch and LCKs Trotter and Mackay.

NEW YEAR

The ship is expected to deploy early in the New Year after a programme of trials, and sea training at Portland.

Ten Royal Marines serving in the frigate were awarded a South Yorkshire March plaque for completing the 28-mile march around Barnsley in nine hours. Each man carried a 22lb. weight on the walk.

'Old' Crichton prepares for winter

Winds of up to 80 m.p.h. forced H.M.S. Crichton to hold her families' day alongside in Rosyth, marking the end of a patrol during which the ship steamed 10,000 miles and patrolled 122,000 square

miles on Fishery Protection duties.

The Crichton's progress varied from balmy days in the English Channel to wild storms during two passages round Cape Wrath. The "old lady" is reported to have stood up to the battering very well, and final preparations have been made for the rough winter season.

Although no arrests were made, the patrol produced mountains of statistics on boardings and identification of fishing vessels, and much valuable "police" work was done in areas of dispute between fishermen.

A "perk" for Fishery Protection Squadron ships is the opportunity to visit many small ports for logistics and recreation. The

Crichton called at Hastings for the Old Town Carnival, Mudeford for the annual trawler race and fair, and Brixham for the regatta.

AB(M) Buster Browning, who has now left the ship, totally obliterated a Mark 3 target with accurate fire from his Bofors gun, but the Crichton's soccer sharpshooters were not so deadly. They lost 2-7 to H.M.S. Pollington.



H.M.S. Dido, the Navy's oldest Leander frigate, emerges from Devonport as the newest Ikara Leander.

HERE'S THE NEW DIDO

H.M.S. Dido, which started off as a Type 12 frigate called H.M.S. Hastings, has completed her latest, and longest, conversion.

A three-year refit in Devonport has transferred the Royal Navy's first Leander-class frigate into its eighth and last Ikara Leander.

In addition to the Ikara guided missile system, the Dido (pictured above) has a triple barrelled mortar Mark 10, Seacat anti-aircraft guided missile system and two Bofors guns. She will also carry a Wasp helicopter capable of delivering torpedoes.

The Dido began life as H.M.S. Hastings, but when half completed her name and design were changed and she was finally launched in 1961 as the first of the Leander frigates.

SEA TRIALS

Her refit completed at the end of October, the Dido is now engaged in sea trials until Christmas. In the spring she will work up at Portland before rejoining the Fleet.

Her recommissioning ceremony in Devonport on September 23 was attended by the Chief of Fleet Support, Vice-Admiral J. M. F. Eberle. Also present were the Mayor and Mayoress of Bolton, with which the ship is linked.

Until 1975 the Dido was in commission for 12 years, during which she steamed 400,000 miles with only short interruptions for modification and maintenance.

Loading trainer

A gunnery training aid, designed and built by two civilian ordnance fitters in H.M.S. Cambridge, is now being used to train missilemen in the loading of ammunition into the automatic feeding system of the 4.5in. Mark 8 gun. The aid simulates the loading of 82lb. shells without wear and tear on the firing unit.

H.M.S. VICTORY HISTORIC COMMEMORATIVE COVER

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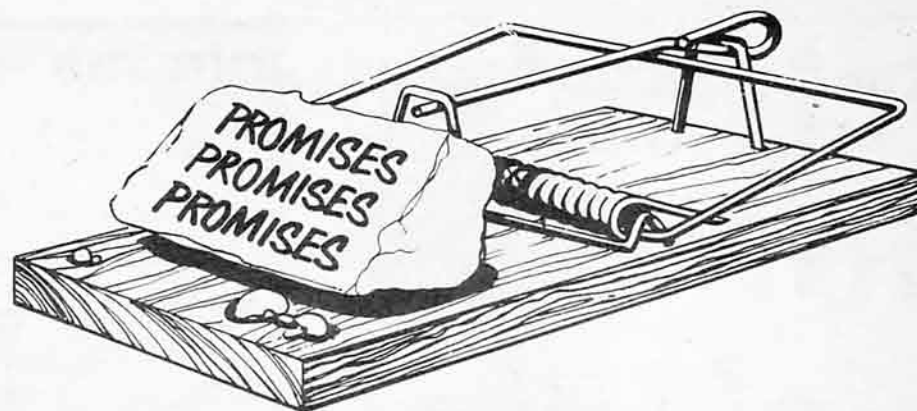
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Name _____
Service rank _____ Trade _____
Address _____

Age _____ Married/Single _____ Release date _____
Qualifications _____
Residential status — Buying/Renting/Undecided _____
Type of job desired _____
Are you willing to work overseas? _____
What salary do you hope for? _____

Ref. D710 Personnel & Training Dept., British Aerospace Dynamics Group,
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Qualifications

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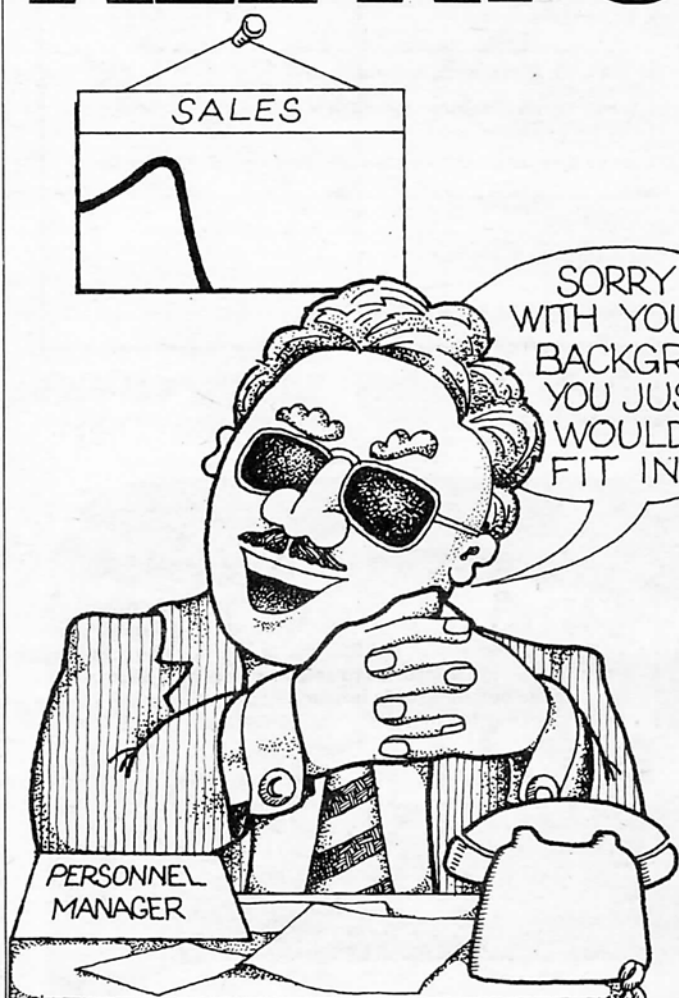
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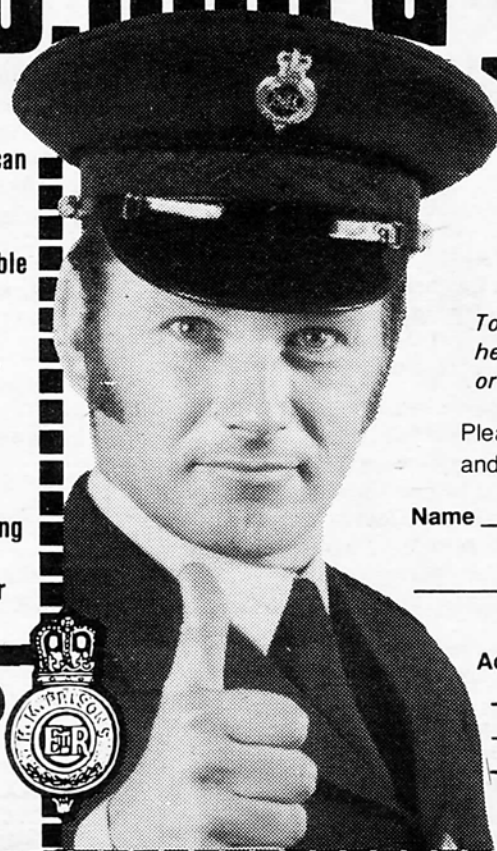
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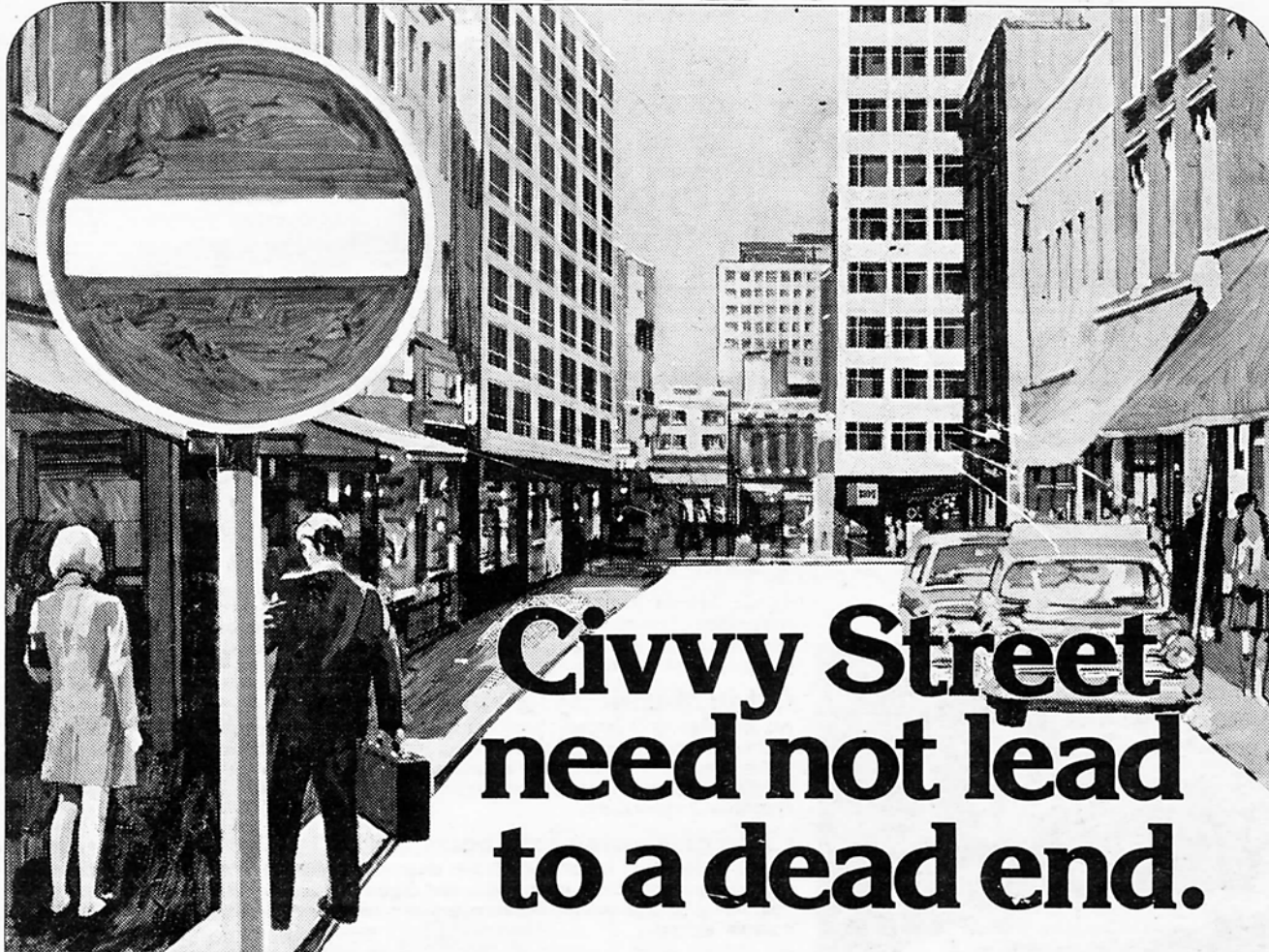
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Maintenance Engineers

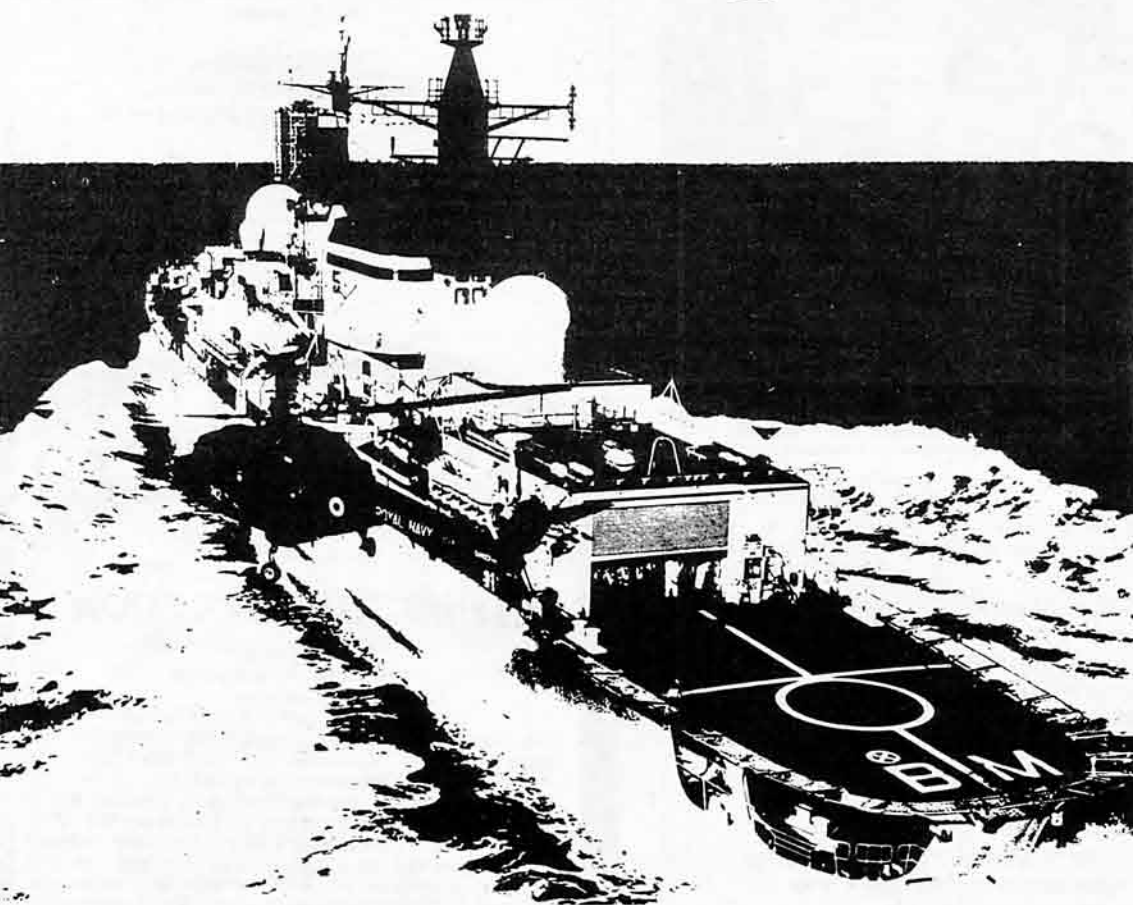
We are looking for engineers to control and carry out periodic maintenance and repair of sonar equipment on board submarines during their time in harbour and while undergoing refits. This will involve assisting with setting-to-work and commissioning trials. You should hold an appropriate qualification and be able to write reports and keep documentation records for configuration control. Diving experience would be an advantage.

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PLESSEY
electronic systems



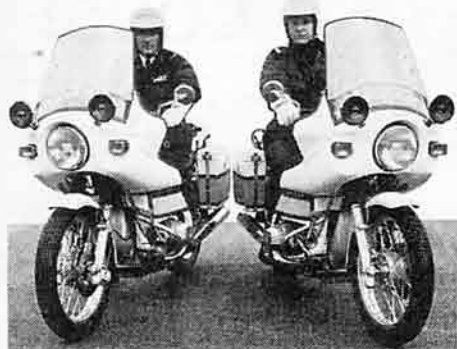
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Name _____

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West Midlands Police

Test Engineers recognise anything?

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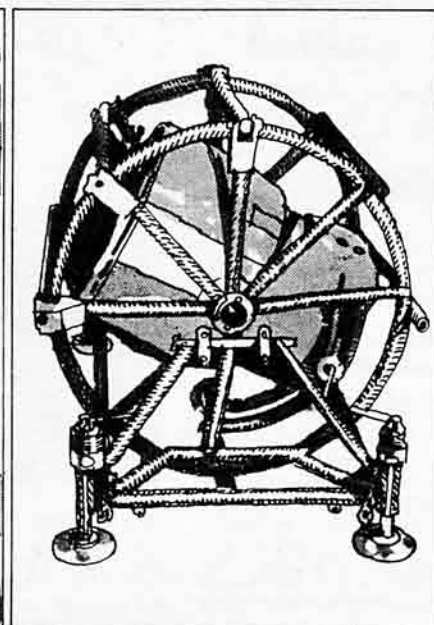
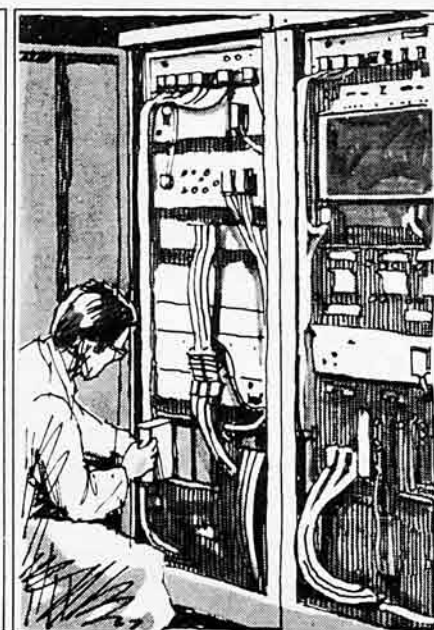
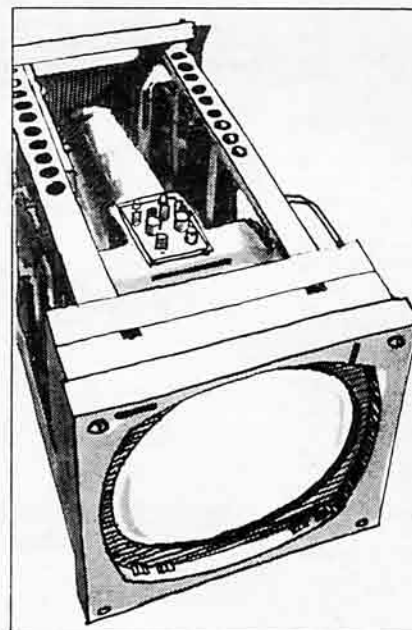
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SPORT

Golfers catch a Piskey — at last

It has been a frustrating year for Navy golf and team results. However, in the last fixture of the season they really "came good" and won the Cornish Piskey Trophy, writes John Weekes.

The Piskey tournament is played at Newquay Golf Club during the first week-end in October. Sixteen teams take part, most of the players are of low single figure handicap, and many are of county team standard. Foursomes match-play on a knock-out basis is played so the winners must have won all their four matches.

This the Navy achieved — due not only to good golf and great determination, but also to terrific team spirit and a most welcome aura of confidence.

Three pairs represented the Navy, Lieuts. Alan Bray and Roger Hockey (both H.M.S. Dryad) played extremely well together and won all their four games, perhaps slightly spurred on by your correspondent as caddie.

Lieut. Malcolm Edmunds

(H.M.S. Hermes) and Lieut.-Cdr. Brian Grant (RNH Plymouth) formed their usual partnership and won three of their four games despite strong opposition and a frightening habit of missing short putts.

The third pairing of Lieut.-Cdr. Richard Moore (AUWE, Portland) and Lieut. Ian Yuill (H.M.S. Daedalus) had the hardest task as top pair but acquitted themselves very well and provided the necessary points to ensure victory in the critical rounds.

The Navy has taken part in the Piskey since it started in 1966 and has never before managed to win. For the last five years it has been won by a team of Cornwall county players called the Cornish Saints and it was this side that the Navy beat in this year's final.

INTER-SERVICES

Ten days before the Piskey the Navy had played in the Inter-Services golf tournament at Deal. This was not such a success story as the Piskey, being won by the R.A.F. with the Navy third. The team was the six who won the Piskey, plus Cpl Richard Bee (Cdo Log Reg R.M.), Sub-Lieut. Nick Gasson (H.M.S. Aurora), and Lieut.-Cdr. Alec Wallace (H.M.S. Vernon).

The R.A.F. beat the Navy by the comparatively narrow margin of 7½ to 4½ matches. Many of these could have gone either way but the R.A.F. seemed to do just that little bit better over the final few holes.

The Army won, too, by 11 matches to one, but even in this eight out of 12 matches went to either the 17th or 18th green.

The Navy have not won the Inter-Services outright since 1932, although it has occasionally halved it, the last time being in 1973. Maybe with the result of the Piskey to inspire, history could be repeated in 1979. First Navy representative match to look forward to through the winter is against Dorset on April 1.

Yeovilton win Air hockey

Yeovilton notched up their second Naval Air Command hockey title when they were the only team to win games outright during the Command tournament held at Seaford Park.

Portland were second, H.M.S. Daedalus third and Culdrose fourth.

SAME POINTS

Naval Air Command, Plymouth and Scotland all finished with the same number of points at the end of an Inter-Command Under-21 hockey tournament staged at Chatham.

The top three teams each won two of their four games and drew one. Medway and Portsmouth won one each. Leading goal-scorer was Air's Payton, who found the net seven times.

Referees on course

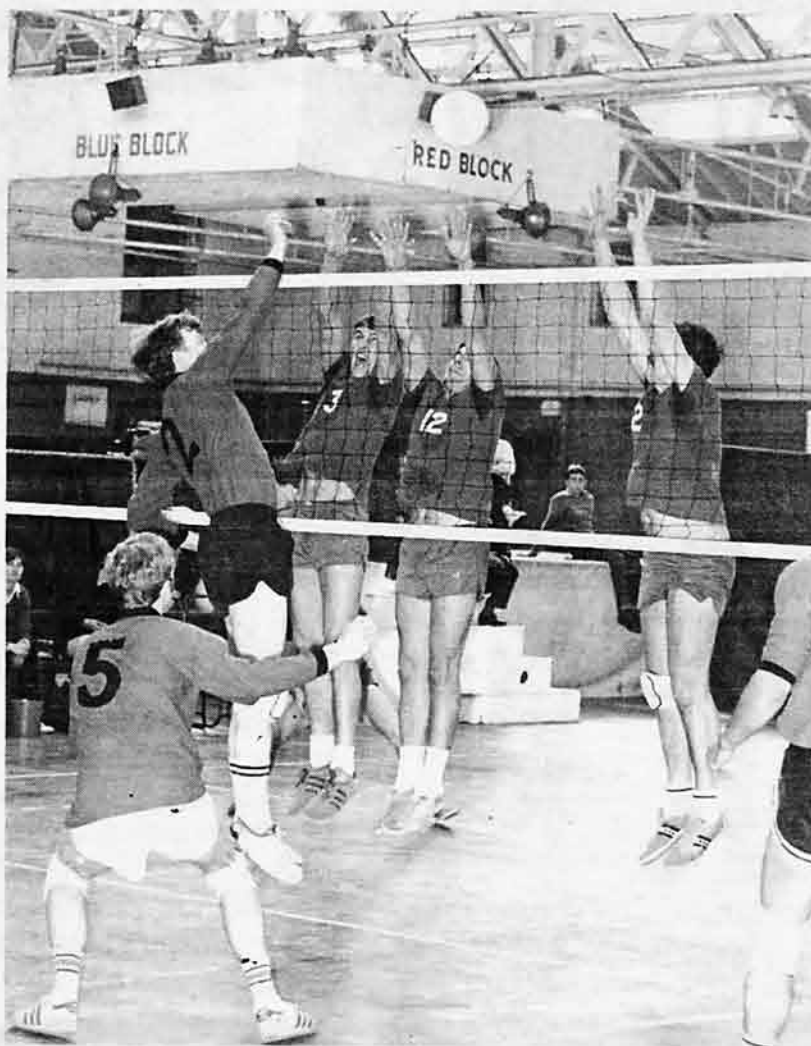
More than 60 referees from all over the country attended the R.N. Football Association Referees' society annual refresher course in H.M.S. Daedalus last month.

Lectures were given by Alan Robinson, the Football League referee from Portsmouth, and Charles Hughes, the Football Association's assistant director of coaching.

Seahawk win badminton

H.M.S. Seahawk won the R.N. Women's badminton title to add to the squash championship they had claimed a few weeks earlier. In the final of the badminton, played in H.M.S. Mercury, Seahawk beat H.M.S. Warrior. The Navy badminton team won a very close contest against the GPO (Western Region) by nine matches to eight.

Jump to it lads!



CTCRM (far side of the net) leap to block an attack from R.N. air station Culdrose during the final of the Inter-Establishment volleyball championships played in H.M.S. Nelson last month. The team of Royal Marines from Lymington won in three straight games. In their semi-final, the Royals came from two down to beat Yeovilton in a very exciting and hard-fought contest. Culdrose got to the final by overcoming H.M.S. Raleigh in three games.

Picture: LA(Phot) Gordon Ford.

CROSS-COUNTRY

Run of success at Weymouth

A clash of fixtures weakened the Royal Navy cross-country team for the annual fixture at Oxford, but the naval runners still beat their university hosts and finished fourth out of six.

There was some consolation from one of the clashing fixtures, however. RNAC (South) won the Weymouth Ten road race with virtually the same team that won the Dorset county championship.

The Weymouth winners were LWTRs Vic Tarrant (6th) and Mick Reed (10th) both H.M.S. Centurion; and LAM Pat Bevan (12th), CPO Eddie French (14th) and Lieut. Alvin Rich (15th), all from H.M.S. Osprey.

FIRST HOME

PO Terry Osborne (H.M.S. Raleigh) was the first Navy runner home at Oxford. He finished eighth, followed by CPO Keith Cawley (18th, H.M.S. Drake) and RO1 Steve Robinson (19th, H.M.S. Mercury).

The Portsmouth Command cross-country championships were held in H.M.S. Mercury in ideal conditions which seriously threatened the senior record of 30min. 26sec.

After the first lap, three runners had broken from the field in an order that did not change for the rest of the race. RO1 Steve Robinson (Mercury) proved his

present form by storming home in a new record of 29min. 44.9sec.

Eleven seconds behind him, and also inside the old record, was POPTI Andy Cullen (H.M.S. Collingwood), and third was LWTR Vic Tarrant (H.M.S. Centurion).

TEAM TROPHY

H.M.S. Sultan ran away with the team trophy by getting their six runners into the first ten places. Team results were — 1, H.M.S. Sultan; 2, H.M.S. Nelson; 3, H.M.S. Collingwood.

RO1 Whittaker made it a double first for Mercury by winning the junior race in 16min. 2.5sec. Second was CEM Harris (Nelson) and third OEA Reilly (Collingwood). In the junior team competition, Collingwood, Mercury and Sultan finished in that order.

Recent establishment cross-country championships winners have included LMEM Ray Ankin (H.M.S. Bulwark), who won the H.M.S. Nelson title; ELMN(A) Graham Whitley, who broke the H.M.S. Daedalus record; and POPTI Andy Cullen, who won at H.M.S. Collingwood.

RUGBY

Sailors boost Services' scoring

Five Royal Navy representatives contributed most of the points scored by Combined Services in a disappointing defeat against United Hospitals at Aldershot, writes Mike Vernon.

It seems to be my lot so far this season to watch Service sides producing untidy ball on the retreat, and this game was no exception. Lacking fire and urgency, Services were harried mercilessly by the budding "pill-peddlers," who included British Lion Alun Lewis at scrum half, Irish international McKibben on the wing, and Richmond full back Charles Ralston.

Services were a shade unfortunate when, after level pegging for most of the match, they conceded six points as a lucky rebound off a post produced a goal for the Hospitals which made the final score 18-27.

The Navy men in the side, Paul Lea, Geoff Fabian, Clive Richards, John Leigh and Steve Hughes all acquitted themselves respectably. Indeed, Hughes scored two opportunistic tries, one of which was converted by Lea and the other by Fabian, who also kicked a penalty goal.

With games against Public School Wanderers and French Armed Forces on November 7 and 9 remaining to produce a balanced side, hopes are still high of giving the All Blacks a testing examination on November 21. Tickets for this big game at Aldershot are still available.

DEVONPORT

Devonport Services extended their unbeaten run by defeating U.S. Portsmouth 19-6 in the annual derby at the Rectory on Trafalgar Day. Devonport are riding high under old war-horse Denis Brown, and U.S. Portsmouth, too, are showing signs of revival.

They lost only at the last gasp to Plymouth Albion after leading for most of the game, and disposed of another major club, Birmingham, with a storming second-half comeback.

The Navy side's performance against Cornwall at the end of September was particularly encouraging as the team included only a handful of last year's Inter-Service players.

Turning round 3-12 down, the Navy steadily got better as Cornwall deteriorated and the eventual 7-12 defeat was by no means discouraging to new Navy selector Roger Godfrey.

MARINES

He will be hoping that the Royal Marines, having recently acquired John Leigh, and with Clive Richards, Roger Timson, Dai Rees and Steve Hughes coming along strongly, are able — despite operational commitments — to make their rugby stars more available than in recent seasons.

Finally, though generally ill-informed about progress in the Navy Knock-out Cup, let me congratulate R.N. hospital Haslar on their shock 19-4 defeat of H.M.S. Collingwood.

Blake's salver

H.M.S. Blake, now leading the Group Seven Deployment, won the San Francisco rugby knock-out competition by beating the city's top three clubs. The ship was presented with a silver salver after the third game.

The Blake's second XV, and teams from H.M. ships Ambuscade, and Birmingham, were eliminated in the first round of the competition.

Bambara rugby

A talented H.M.S. Daedalus XV thrashed R.N. air station Culdrose 37-6 in the final to win the Fleet Air Arm's Bambara rugby festival, played last month in Daedalus.

On the first day of the tournament, Culdrose beat Portland 24-16, and the hosts accounted for Yeovilton by 21 points to nil.



Soaking their feet after completing the Guildford marathon are (left to right) Lieut.-Cdr. Harry Dickinson, Lieut. Keith Henley and Lieut.-Cdr. Robert Greenfield, all of whom are serving at the Air Engineering School in H.M.S. Daedalus. The trio took an average of 3½ hours over the 26 miles and 385 yd. course, which is one of the most difficult in the country and attracted 450 competitors from all over Britain.

SPORT

Intrepid aims at Cup glory

H.M.S. Intrepid could become only the second ship to have her name engraved on the Royal Navy's premier soccer trophy. On November 1 the Intrepid was meeting R.N. air station Yeovilton at Yeovilton in the final of the Navy Cup, writes Jack Sheppard.

The only ship to win the Navy Cup since it was introduced in 1905 was the last Ark Royal, which beat R.M. Portsmouth 2-0 in 1939.

Yeovilton has twice before reached the final and once, in 1973, won the Cup. The Intrepid has never before got this far in this competition.

The semi-finals of the Youth Cup competition will take place in H.M.S. Mercury on November 4 when H.M.S. Fiscard meet H.M.S. Vernon at 1000, and H.M.S. Daedalus play H.M.S. Caledonia at 1400. The final is scheduled for Victory Stadium the following day at 1400.

SENIOR TRIALS

With the cup competitions decided, Navy soccer turns its attention back to representative fixtures. Senior trials take place at Victory Stadium on November

6-7, followed by matches against Southampton F.C. in Portsmouth on November 8, and Sussex at Horsham on the 9th.

The Youth team goes in at the deep end on November 11 against Somerset in the F.A. County Youth Cup. This match kicks off at Victory Stadium at 1400.

RESULTS

Results in the latter rounds of the Navy Cup were:

Third round — Apollo 5, Kent 3; Sultan 0, Osprey 1; Temeraire 1, Pembroke 4; Intrepid 2, Collingwood 1; CTCRM 2, Yeovilton 5; 40 CDR R.M. 1, Drake 4; Zulu 5, Gannet 2; 45 CDO R.M. 7, Cochrane 3.

Fourth round — Apollo 1, Osprey 2; Pembroke 1, Intrepid 2; Yeovilton 2, Drake 1; 45 CDO R.M. 0, Zulu 1.

Semi-finals — Intrepid 2, Zulu 0; Osprey 1, Yeovilton 3.

R.N. football anniversary

The R.N. Football Association reaches its 75th anniversary on January 13, and will officially celebrate that landmark when the Navy plays the Army in H.M.S. Pembroke on March 7.

The secretary of the RNFA wishes to hear from players who have represented the Navy against

the Army or R.A.F. in the United Kingdom, and who have since left the Service. He is also anxious to hear from any Navy players who gained international caps.

Information should be addressed to The Secretary RNFA, Department of DNPTS, Orion Block, H.M.S. Nelson.

Youth shows up well in canoe event

The R.N. canoeing slalom championships held on the River Awe were very successful. A number of good paddlers were unable to attend so the competition was far more open than in previous years.

It was particularly pleasing to see several promising young paddlers from H.M.S. Collingwood taking part.

The Open K1 was won by Peter Morris (H.M.S. Churchill) with Steve England (H.M.S. Eskimo) second and Peter Hewitt (H.M.S. Revenge) third. The Novice K1 was won by George Hayward (H.M.S. Daedalus), and Steve England won the C1 event.

In the Ladies' K1, Wren Anne Wild (H.M.S. Dryad) paddled confidently to gain first place.

INTER-SERVICES

The Navy team competed in the Inter-Services slalom championships held on the River Tay at Grandtully, where heavy rain and wind conditions turned the course into a torrent.

The Kayak Open was won for the fifth year by Roger Mannering of the R.A.F. Richard Vincent (H.M.S. Cleopatra) produced the best Navy result by coming eighth overall. The Navy finished third.

Champions return!



H.M.S. Gavinton's returning champions are met at the gangway by their commanding officer, Lieut. Bob Pilling. The boxers are (left to right) AB Micky Preece, who won the Scotland and Northern Ireland bantamweight title and the "best boxer" award; JS Ian Cook, featherweight champion; and SEA Jan Trott, who lost the middleweight final on points. The results further confirmed the Gavinton's "giant-killing" reputation at the Scotland championships, where last year the little MCM vessel won three titles and the best boxer award.

Picture: Wren (Phot) Kathy Kelly.

Lombard Rally bid

R.N. Motoring Association member Chris Eke, who is serving with 846 Squadron at Yeovilton, could be competing in the 1978 Lombard R.A.C. Rally this month — if he and ex-Leyland works driver Sir Peter Moon get the right backing.

Cost of doing the rally — petrol, tyres, insurance and so on — can be around £2,500, so the two men are looking for sponsorship for their David Sutton-built For Escort RS1800. They would also like to form a Navy service crew for the rally, which is from November 19-23, and starts and ends in Birmingham.

PORSCHE

Eke and Moon, in an ex-factory Safari Porsche Carrera, won their class in the Tyreservices National Dukeries Rally, and were again successful in the SU-Butee Stages Rally held on Salisbury Plain.

One day win for Haslar

R.N. hospital Haslar's team won the Navy Equestrian Association's one-day event held in H.M.S. Dryad and contested by 39 riders.

H.M.S. Drake and H.M.S. Bulwark were second and third

WHAT, WHEN, WHERE

NOVEMBER

- 1 * Football, Navy Cup — Final.
- 1-2 — Boxing: RN novices youth championships (H.M.S. Drake).
- 1-2 — Judo: RN Judo championships (H.M.S. Sultan).
- 2-3 — Basketball: Inter-Command championships (RM Poole).
- 3 — Squash: RN v RAC (RAC).
- 3-4 — Athletics: WRNS tetraathlon (H.M.S. Mercury).
- 4 — Netball: WRNS service trials (Portsmouth); Rugby: RN Under-19 XV v. Cornwall Schools U-19 (Rectory, Devonport).
- 4-5 — Football: RN Youth Cup Competition — semi-finals and final.
- 4-5 — Hockey: RN u-21 final trials (Plymouth).
- 4-5 — Netball: WRNS netball service trials (HMS Nelson).
- 5 — Volleyball: WRNS v. Whitefield (Bristol); Netball: WRNS v. Isle of Wight and Exeter (HMS Nelson); Hockey: RB u-21 v. Devon U-21 (Lymington); Rugby: RN U-19 v. Cornwall Colts (Cornwall).
- 6 — Boxing: RN v. Midlands Counties (Coventry).
- 8 — Fencing: RN (B) v. RMA Sandhurst

- (Sandhurst); Football: RN v. West Sussex (A) (Worthing); Football: RN v. Southampton FC (Portsmouth).
- 10-11 — Hockey: Inter-Command indoor hockey championships (Portsmouth).
- 10-11 — Squash: Inter-Command squash championships (H.M.S. Raleigh).
- 11 — Cycling: RN and RM hill-climbing championships (Southwick).
- 12 — Squash: RN v. Cornwall (RNEC).
- 13 — Badminton: WRNS Inter-Group championships (Portsmouth).
- 15 — Football: RN v. Sussex (Worthing).
- 16 — Boxing: RN v. Western Counties (Bath).
- 17 — Skiing: Inter-Services Slalom (Earls Court).
- 17-18 — Hockey: Inter-Command tournament (Lee-on-Solent).
- 18-19 — Fencing: Welsh Open tournament (Cardiff).
- 18-19 — Hockey: WRNS Service trials (Portsmouth).
- 20 — Football: RN v. UAU (London).
- 23 — Basketball: RN v. 11th Signals (Blandford).
- 24 — Boxing: RN v. North Western Counties (Barrow); squash: RN v. Surrey (Woking).
- 24-25 — Table tennis: Inter-Command tournament (Stammore Park).
- 25-26 — Kayak: Devices to Westminster

BOXING

Strong squad in the ring at Coventry

A strong Navy squad will be in the ring for the first team boxing match of the season at Coventry on November 6.

In the absence of England trio Green, Marsh and Taylor, coach CPO Mick Shone has opted for experience for the match against Midland Counties. Several of last year's front-runners are in the team, which includes lightweight LPT Gordon McBride (H.M.S. Sultan), who is back in the squad after a season's absence.

LONDON

Seven Navy boxers were in the Combined Services team which lost 7-3 to London last month. This was the first outing of the season for the squad, and the Navy lads had had only four days preparation.

Only winner among them was middleweight NA Steve Willis (H.M.S. Daedalus), who stopped his man in the third.

LSA Roy Greenacre (FMG

Portsmouth) will not come up against many bigger heavyweights than 6ft. 8in., 17½ stone Larry McDonald. Greenacre lost on points and McDonald was promptly called up for England duties.

AB Wayne Green (H.M.S. Ajax) lost a majority points decision in an England vest against West Germany at Dusseldorf last month, and has been selected for the international against Denmark at Aarhus on November 12.

PAUL KELLY

LPT Paul Kelly was leaving the Navy this month after a brilliant boxing career in which he won 14 England vests, mostly at welterweight. Another champion starting a new career outside the Service was AB George Walsh, who won Navy titles at light-middleweight and welterweight.

Called up for the Young England trials on Guernsey on November 3 is SEA Cliff Storey, the Navy flyweight champion.

FAVOURITES

Portsmouth are reckoned to be favourites for the Inter-Command novices youth championship at Plymouth on November 1 and 2, although the Royal Marines have taken their preparations very seriously.

Netball win for Dryad

H.M.S. Dryad's netball team won the WRNS inter-establishment netball tournament by beating H.M.S. Neptune 17-9 in the final.

The R.N. Women's inter-group championships were won by Air and Scotland. Second were Portsmouth and third R.M., Plymouth and Medway.

Devon title for R.N. champion

Several Navy players competed in the Devon squash championships which were dominated by the current Navy champion, Paul Chaplin, who recently left the Service to concentrate on his game.

Seeded three, Chaplin played brilliantly to reach the final and there defeat ex-international Mike Thurgur, who has won the event 17 times in the last 18 years. Chaplin came back from 0-2 down to win a tremendous final.

Navy team captain Lieut.-Cdr. Robin Bawtree (FOSM's staff) beat Lieut.-Cdr. Philip Pool (ASWE) in a well-contested quarter-final, but was convincingly defeated in his semi-final. Bawtree won the Devon title in 1964.

Other Navy competitors included Surg.-Cdr. Malcolm Hocking (CTCRM) and Lieut.

SQUASH

Alec Johnstone (RNEC). Cdr. Hocking's wife, First Officer Muriel Hocking WRNR, was defeated in the final of the ladies' championship after winning it for four consecutive years.

On the representative front, the Navy lost 2-3 to Kent but revealed some promising form. Sub-Lieut. Irvine Pratley and Lieut.-Cdr. Mike Savage were the Navy's winners.

CAMBRIDGE

The Navy also lost the annual fixture against Cambridge University, with a powerful students' team revenging last year's Service victory. The very fit MECH Geoff Huggins recorded the Navy's only win.

On the following day the Navy beat the University Ganders by 4-1, with Huggins, Pratley, Johnstone and MECH Smith winning their games.

The R.N. Women's 1978 squash championship was won by H.M.S. Seahawk, who beat H.M.S. Osprey in the final at Portsmouth. Beaten semi-finalists were Heron and Lymington.

WATER POLO

Seven in Services team

Seven Navy swimmers are included in the Combined Service water polo team playing in a tournament in West Berlin from November 8 to 15.

The seven are Lieut. Dave Auton (Dolphin), Sub-Lieut. Dave Wilson (Heron), Lieut. Ian Vosper (Vernon), POAF Tiny Marshall (Heron), Cpl Keith Sturges (3 CDO BDE Air Squadron R.M.), LPT Michael Flaherty (Drake), and CPO Nigel Folley (Nelson), who is taking over from CPO Sandy Hindshaw as the Navy's swimming coach.

CPO Folley, who has represented the Navy at water polo for several years, recently coached Devonport to their first Inter-Command swimming and polo titles for 16 years.

Single sailor second

The Royal Navy came second in a distinguished field of sailors at the first Services single-handed championships.

Mid Dane Halling upheld the honour of the Senior Service by carrying off the runner-up trophy after two days of stiff competition at Netley Sailing Club on Southampton Water against 26 other competitors from home and abroad.

HERMES IN FASHION

Copenhagen was both wonderful and busy for H.M.S. Hermes, pictured here, when she visited the Danish city after taking part in Exercise Northern Wedding. A reception on the first day was followed by a "British Week" fashion show in the hangar on the second and two days of playing host to visitors. A sea day for the Danish Defence Minister and officials was arranged before she left. Returning to Southern Norway to

pick up 40 Commando Royal Marines, whom she had disembarked on the way to Copenhagen, the Hermes headed for a week in Plymouth, where she held ceremonial divisions for the Flag Officer Plymouth to mark her change of base port to Portsmouth. The ship's boxing team won six of the ten weights in the Plymouth Command Novice Boxing Championships. The Hermes sailed from Devonport for exercises and a visit to Hamburg.

This is your (quality of) life!

A broad look at the way in which the "quality of life" should develop for the Serviceman over the next decade is to be taken in a new study commissioned by MOD.

Many aspects of Service life will be covered, including married and single accommodation, messes and clubs, rank structures and career prospects, communications upwards and downwards within the chain of command, mobility and separation, and pay and allowances.

The study group will consist of a senior officer of each Service — the naval representative will be Capt C. H. H. Owen — and a senior civil servant, and it is expected to report in about a year to the principal personnel officers of the Services.

HIGH QUALITY VOLUNTEERS

The view is taken that if the Services are to recruit and retain high quality volunteers, an occasional review must be made of social and economic developments in society as a whole and their implication for the way of life of the Serviceman and woman.

The work of the group will not affect the operation of the Armed Forces Pay Review Body.

Hours survey

(Continued from Page 1)

Wide hours variations must, obviously, occur between men serving ashore and afloat, different ranks and rates, and different jobs, programmes and locations. An aim of the survey was to take meticulous care over detail and to draw no oversimplified conclusions.

As yet no statistics have been released, but some intelligent speculation has it that an average overall figure for surface ships might come out at about 70 hours a week — many of them during what civilians would call unsocial hours. It remains to be seen whether this eventually proves near the mark. For operational submarines the "guesstimate" would be somewhat higher.

It is, of course, known that hours can be particularly long in major exercises.

Ashore, where the sample included Royal Marines, W.R.N.S. and Q.A.R.N.N.S., some people also work long hours, but the guess is a considerably lower average.

SELECTION

To ensure that the survey was as fair as possible the sample was taken from a selection of ships involved in the kind of programmes carried out by different ship types throughout a year, and from establishments in the U.K.

The ships ranged from an off-shore patrol vessel to H.M.S. Hermes, and included Fleet and Patrol submarines. Establishments ranged from an air station to an Operations Branch training establishment and the units from the Fleet Staff to a torpedo trials unit.

It is understood that the report will include numbers in the sample by rank or rate in different ships programmes and shore functions. Against each of the samples will be results covering a variety of duties as well as average hours worked; unsocial hours (taken as hours worked between 2000-0600 daily and all day Saturday and Sunday); and "captive time" (when leave cannot be taken).

The survey was carried out for DGNPS by the Naval Manpower Utilization unit.

Illustrious launch

The Royal Navy's second anti-submarine cruiser, H.M.S. Illustrious, will be launched at Swan Hunter's Wallsend shipyard on December 1 by Princess Margaret.



ESKIMO ON OIL WATCH



Royal Navy ships and helicopters were closely involved in anti-pollution operations after the Greek tanker Christos Bitas, holed on rocks off the West Wales coast, began leaking oil into the Irish Sea.

The R.N. ships included H.M.S. Eskimo, acting as command ship, and H.M. ships Hecate, Orkney, Beagle, Woodlark and Wotton.

Involved too was the diving support ship Seaforth Clansman, which is on charter to the Navy, while a prominent part in the operation was played by Sea Kings from R.N. air station Culdrose.

The Wotton sailed at short notice from the Isle of Man and took off 19 people from the tanker, including two women. They were put ashore at Milford Haven.

Later, plans were made to tow the tanker into the Atlantic and sink her.

Mini draw

Demand for tickets for the First of June Appeal draw, with its attractive prizes, is reported to be most encouraging. Three Mini saloons — the main prizes — will be won on December 13 at Yeovilton.

Tickets are available (25p each) direct from the Assistant Secretary, Staff of FONAAC, Yeovilton, Yeovil, Somerset (Tel. Ilchester 551, extension 288).

CALENDAR 79

Twelve pictures of ships and NATO scenes, each with superimposed calendar.

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